

Latitude 38

VOLUME 229, JULY 1996

WE GO WHERE THE WIND BLOWS



BULK RATE
U.S. POSTAGE
PAID
PERMIT NO. 2377
Los Angeles

CALIFORNIA

San Francisco: "Pearl of the Pacific"



Grand Marina: "Pearl of the Bay"

It's been said by many, "There's no place like San Francisco." It's also been said "There's no place like Grand Marina": a truly unique, world-class Marina, nestled in the tranquility of the Oakland Estuary. An unbelievable comparison...? Then you've never been here. Come on by, we'll make a believer out of you.

GRAND MARINA,
the finest in boat care and homeports.

OFFERING:

- Over 400 concrete berths 30 to 60 feet
- Secured Gatehouses (key accessed only)
- Dockside Electrical (up to 50 A - 220 V)
- Cable TV & Telephone Services
- Dry Storage
- Heated & tiled restrooms with individual showers
- Beautifully Landscaped with ample parking
- Full service Fuel Dock and Mini Mart
- Sailboat & Powerboat Brokers on site

Leasing Office Open Daily

2099 Grand Street, Alameda, CA 94501

Directory of Grand Marina Tenants

Alameda Prop & Machine	p. 71
Bay Island Yachts	p. 6, 7
Bay Yacht Service	p. 64
Craig Beckwith Yacht Sales ...	p. 218
Diesel Fuel Filtering	p. 119
Edinger Marine Service	p. 45
H.F. Radio on Board	p. 63
Jack D. Scullion Yacht Svcs	p. 73
Mariner Boat Yard	p. 44
Pacific Coast Canvas	p. 61
Stem to Stern	p. 64
Waypoint	p. 63



GRAND MARINA

GENTRY - ANDERSON

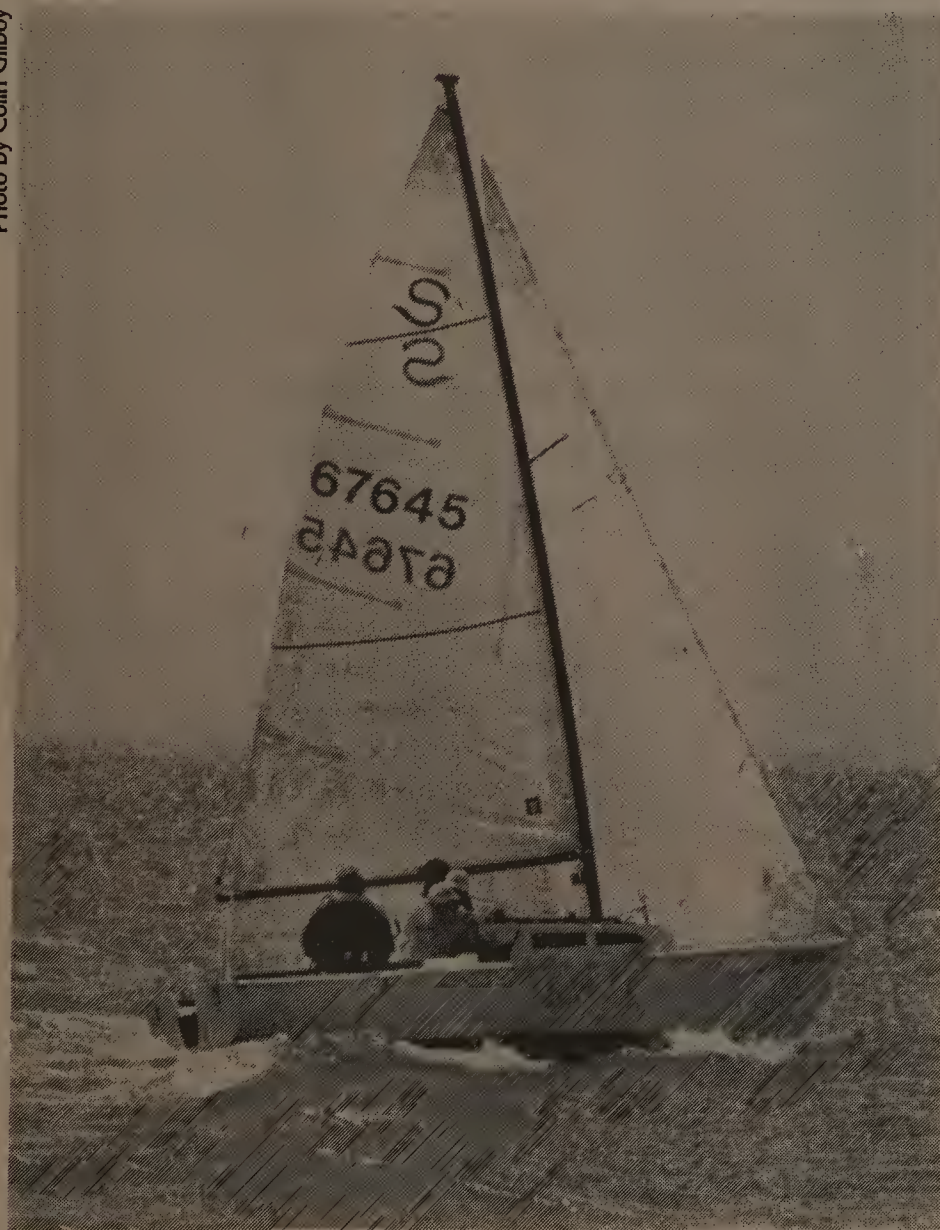
(510) 865-1200

FREE Month with 6-Month Lease (select sized berths)

A Steamy Story

**We have Musto
Regatta Vests
In Stock!!**

Photo by Colin Gilboy



***Phoenix**

Last year on Memorial Day weekend, the Santana 22 class held it's first Cappuccino Cup, brewed up in memory of the boat's designer, Gary Mull, and celebrating his favorite drink. Hosted by San Francisco Yacht Club, this year's second annual regatta provided the stimulus for 15 boats to compete for the Cup, sailing 3 races on Saturday and 1 on Sunday.

John and Rina Skinner's *Phoenix* ground down the rest of the fleet with a special blend of talent and speed. In close racing so typical of the Santana fleet, the Skinners entered Sunday's race very near the top of the fleet. With their "hot" new Pineapple main *Phoenix* finished first in the last race to place first overall for the series.

For sails - and a sailmaker - you can rely on, give us a call. Or better yet, come by the loft for a cup of coffee and to see just how Pineapple sails are made.

DEALER FOR: Musto Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda & Seabird Sailing Center in Berkeley
Bay Riggers in Sausalito



PINEAPPLE SAILS

Phone (510) 444-4321

Fax (510) 444-0302

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples

Featured Boat for July



1987 ERICSON 34 JELINA

JELINA is a one owner sloop which really lives up to the ERICSON reputation. With an aft cabin, elegant interior and modern underbody, this is a comfortable and seaworthy yacht. Here is your chance to get into a good cruiser at a very reasonable price. We are proud to offer it as our 'BROKERAGE BOAT OF THE MONTH'.

\$64,900

BEST BROKERAGE BUYS

BENETEAU BROKERAGE

30' BENETEAU FIRST 305, 1985	\$35,900
31' BENETEAU FIRST 310, 1993	58,000
38' MOORINGS	69,000
43' MOORINGS 432, 1988	103,950
50' MOORINGS, 1990	179,000

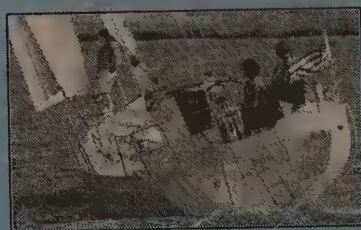


MOORINGS 432 \$103,950

Excellent value!

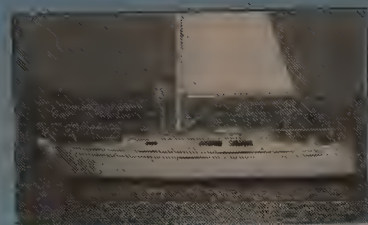
SAIL

27' CASCADE, 1981	\$19,500
27' SEA RAY, 1982, engine overhaul ..	21,900
30' FARALLON, great cruiser, 1976	32,500
30' ANGELMAN, 1957, refit	19,500
30' CATALINA, 1985	30,000
31' CAL, 1979, outstanding	32,900
31' CAL	31,995
32' HUNTER, 1989, charter income	49,995
32' COLUMBIA, 1976	19,500
34' ERICSON, 1987	64,900
35' HUNTER 35.5, 1991	69,900
35' ISLAND PACKET, 1990	127,900
36' HUNTER, 1992, charter income	89,995
38' ISLAND PACKET, 1988	138,000
50' CATAMARAN KETCH, 1970	50,000
52' ALDEN SCHOONER, 1932, restored	75,000



BENETEAU 310 \$58,000

Excellent condition!



CAL 31 \$32,500

Outstanding!



Dealer For:

Beneteau • Isl. Packet • Sabre
1230 Brickyard Cove Rd.
Point Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118

SELLERS:
We Attract Buyers!

Many of our clients visit
us to view our new
boats. This traffic
also generates
used boat sales.

**We Need Your Listing
to Sell Your Boat!**

CONTENTS

subscriptions	6
calendar	22
letters	32
loose lips	80
sightings	86
master mariners '96	104
hank easom	114
antarctica	120
antigua race week	124
pacific cup preview	132
brut`cup \$\$\$	138
spinny flying	142
delta ditch run	146
max ebb: seven sins	150
sea gypsy vignettes	154
product highlights	158
world of chartering	160
the racing sheet	170
changes in latitudes	184
classy classifieds	200
advertisers' index	212
brokerage	216

COVER PHOTO: *Latitude/Rob*
Grand 'Larsony' on the Cityfront
See page 171 for more.

Graphic Design: Colleen

Copyright 1996 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

What Makes a Good Cruising Boat?

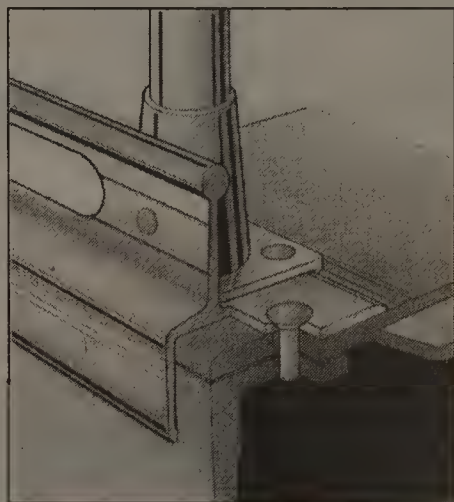
First off, you need to determine where you're going to cruise. Bay and Delta? Coastal cruising or across the ocean? If you're going to keep inside the Gate, the features you need in a boat are different than those of a boat going outside the Gate. Most boats are fine for recreational sailing in sheltered waters but few can hold up to extreme sea conditions. Whether you are 5 miles offshore or 500 miles, the ocean puts the same demands on your vessel. A bluewater cruiser should have the same safety and construction features as an ocean-going vessel.

I. Structural Integrity

Even though you may never encounter waves that pick your boat up and drop it 10 or 20 feet, it would be nice to know that if you did, you would safely make it back to land to recount your sea stories. Masts, rudders, rigging, hull-to-deck joints, bulkhead attachments need to be engineered and built to withstand the extreme loads that could be placed against them. These construction details are not always evident upon inspection, and these are the areas where some manufacturers cut corners to save money. Ask questions so that you are the one having the final say in where you're willing to make compromises. Boats that are built to withstand the extremes of the sea are investment-quality boats that will have lasting value in looks, durability and resale value.

II. Sailing Characteristics

Rig design has a lot to do with the sailing characteristics of a boat. Some boats eliminate backstays which greatly compromises the ability to depower the main in a heavy gust and causes it to round up out of control. Unless a mast is designed to be free standing, a full complement of running rigging is needed to keep the mast in column and not pump or invert in rough sea conditions. Come in and let us show you how our boats are engineered and built to last.

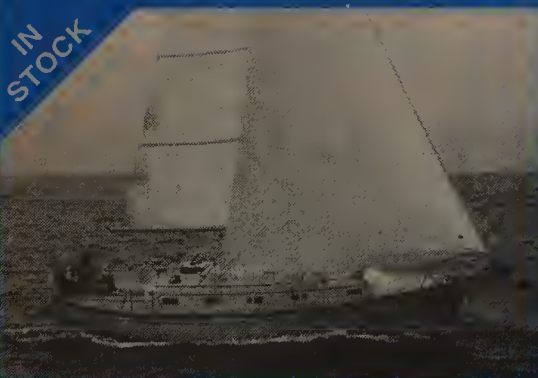


Properly executed example of a Beneteau hull-to-deck joint.

Close Out on all '96 models — Prices will never be lower

ISLAND PACKET 37

IN STOCK



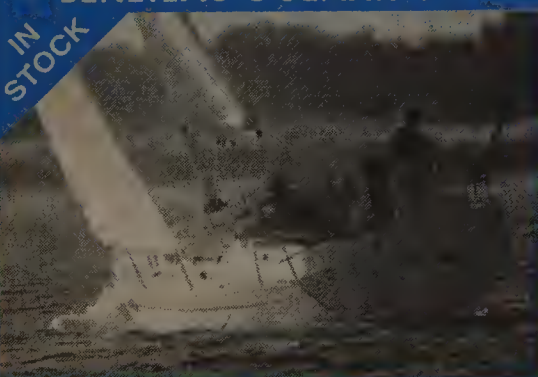
BENETEAU OCEANIS 400

IN STOCK



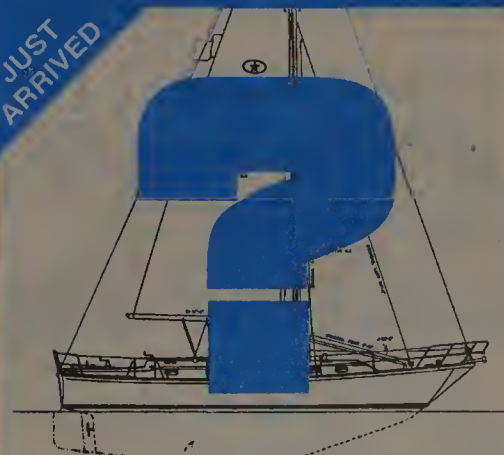
BENETEAU OCEANIS 321

IN STOCK



NEW ISLAND PACKET

JUST ARRIVED



Save 10% on the Newest I. P.

Island Packet is introducing a new model. At the time of this ad, we knew only the price. As of July 1st, we'll know the size. As is the Island Packet tradition, the first 10 boats will be sold at a special introductory price. The regular price of \$164,950 will be discounted to \$149,950 on the first 10 boats only. Call now for the size, layout and specs. Be one of the first 10 lucky owners in the U.S. and save \$15,000.



Dealer For:

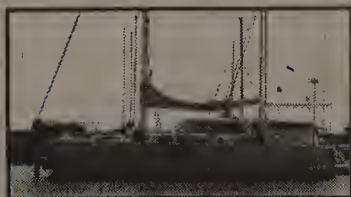
Beneteau • Island Packet • Sabre
1230 Brickyard Cove Rd.
Point Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118

Visit the Beneteau Web Site at: <http://www.sailboat.com/beneteau/>

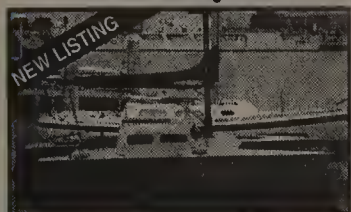
Bay Island YACHTS

MULTIHULLS Sales • Charters New Production

FOR SALE



50' CUSTOM TRI 139,000
Lying Alameda and waiting to embark
on a circumnavigation.

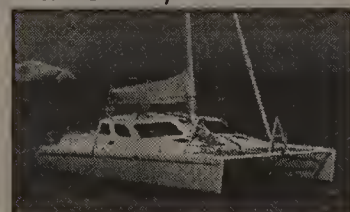


25' TRI 14,900
Trailerable and roomy.
Stop by and take a look. Great price!!

FOR CHARTER



48' PRIVILEGE, 1988
Charter this luxurious 4 stateroom cat here in
San Francisco Bay. Call for a brochure



40' NORSEMAN 400...from 169,000
We have several for sale or for charter.
Call for rates and prices.

FOR SALE

37' Prout	\$137,000
37' Antigua	118,000
37' Logoon, '95	245,000
39' Fair Cot	189,000
39' Privilege, '91	198,500
39' Fidji, '91 2 from	148,000
39' Polynesian, '91	135,000
40' Norseman, '92	169,000
40' Norseman, '93	229,000
42' Logoon, '91	245,000
48' Privilege, '89	270,000
53' Custom, '85	169,000
60' Ollier, '84	175,000
72' Royal, '95	335,000
75' E.T.E.L. Charter	375,000

FOR CHARTER

34' GEMINI
35' FOUNTAINE PAJOT
39' PRIVILEGE
40' NORSEMAN 400
42' FOUNTAINE PAJOT

MONOHULLS

33' YAMAHA
36' FEELINGS
39' BENETEAU
42' CATALINA
44' FEELINGS
44' CSY
50' GULSTAR
54' IRWIN
65' IRWIN
70' CAT FOR DAY CHARTERS

CALL FOR INFORMATION (510) 814-0400 CALL FOR RATES

SMALL YACHT DIVISION



32' CHALLENGER 16,900
Roomy and inexpensive cruiser.



34' COLUMBIA 17,900
Huge interior, cruise anywhere.

MOST BOATS AT OUR DOCKS

25' Yamoho	\$10,950	29' C&C	29,500
25' C&C, '74	9,500	29' Ericson	2 from 9,995
25' Bohomo	7,000	30' Cotalino	29,950
26' Cheoy Lee, '71, diesel	15,000	30' Islander MKII	16,900
27' Ericson	2 from 11,900	30' Hunter, '76, diesel	15,900
27' O'Day, '86, diesel	14,500	30' Odyssey, '75, diesel	14,900
28' Newport	17,500	34' Formoso center cockpit	27,900
28' Pearson	19,000	34' Columbia MK II	17,900
29' Col	14,900	35' Cheoy Lee, wood	25,000

We've been selling small boats - we need more listings!

Bay Island Yachts • (510) 814-0400

2099 Grand Street, Alameda, CA 94501 • (FAX) 814-8765

SUBSCRIPTIONS

- ☐ Enclosed is \$26.00 for one year
Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class, so you must make address change with us in writing.)
- ☐ Third Class Renewal (current subs. only!)
- ☐ Enclosed is \$50.00 for one year
First Class Postage (Delivery Time 2 to 3 days)
(Canada: First Class Only)
- ☐ First Class Renewal (current subs. only!)
- ☐ Gift Subscription - Gift Card to read from:

We regret that we cannot accept foreign subscriptions, nor do we bill for subscriptions. Check or money order must accompany subscription request.

Name _____

Address _____

City _____

State _____

Zip _____

Please allow 4-6 weeks to process changes/additions, plus delivery time.

INDIVIDUAL ISSUE ORDERS

Current issue = \$5.00 • With classy ad placed = \$3.00

Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

DISTRIBUTION

- ☐ We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)
- ☐ Please send me further information for distribution outside California.

Business Name _____

Type of Business _____

Address _____

City _____

State _____

Zip _____

County _____

Phone Number _____

Latitude 38

"we go where the wind blows"

Publisher & Executive Editor Richard Spindler, ext. 111

Bookkeeping Tina Dunne, ext. 101

General Manager Colleen Levine, ext. 102

Production Christine Weaver, ext. 103

Production Andy Turpin, ext. 104

Production Annie Bates-Winship, ext. 112

Advertising Mitch Perkins, ext. 107

Advertising John Arndt, ext. 108

Associate Editor Rob Moore, ext. 109

Managing Editor John Riise, ext. 110

Contributing Editors Paul Kamen, Andy Turpin, Shimon Van Coille

Directions to our office ext. 212

Classifieds ext. 21

Subscriptions ext. 24

Distribution ext. 25

Editorial ext. 26

email l38ed@aol.com

15 Locust Ave., Mill Valley, CA 94941 • (415) 383-8200 Fax: (415) 383-5816

Please address all correspondence by person or department name.

Bay Island YACHTS

(510) 814-0400



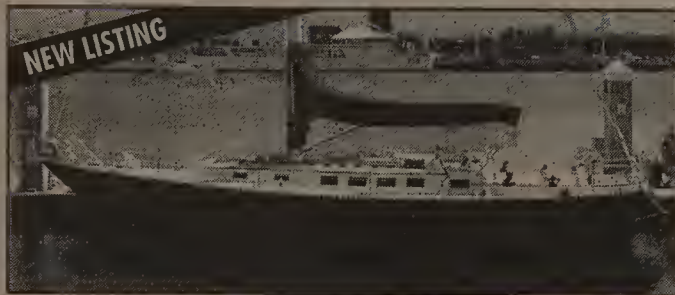
57' ALDEN 225,000
Aluminum spars, Master Mariners winner!



50' MARINER Reduced
Just reduced, owner wants offer!



50' BOC 129,000
Owner wants sale, make OFFER!



41' NEWPORT 1985

We just listed this well equipped and maintained Newport 41-S. This is a great boat for Bay sailing or taking that cruise to Mexico. Located at our dock, so stop by and take a look. Asking \$79,500.



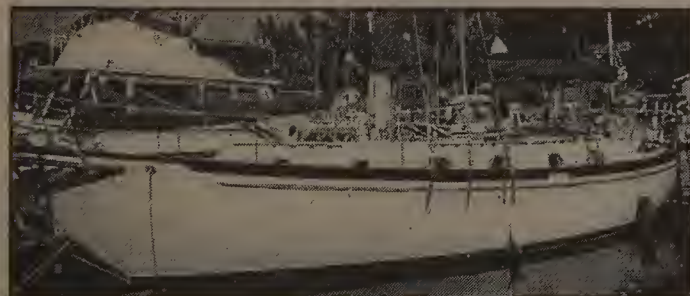
57' STEEL MS \$175,000
Luxury, comfort & safety at sea.



50' COLUMBIA 104,900
Classic yacht in Yacht Condition.



45' COLUMBIA \$69,500
Great liveaboard or Mexico cruiser.



43' WESTSAIL

Don't have time to outfit a boat? Want to go cruising? Well this is the boat for you. Knowledgeable owner has equipped her with just about everything you could need. Stop by and take a look or ask for a color package. Asking \$114,900.



51' HUDSON, 1987

Three enclosed staterooms, full inside steering/navigation station, furling, dodger, davits, refrigeration... Well I could go on but the best thing you can do is call for a color package and specs or stop by and see this well equipped and maintained cruising yacht. Asking \$219,000.



40' PEARSON 69,950
Well equipped performance cruiser.



29' HUNTER 29.5, 1994...49,500
Virtually a new boat at a great price.

DEALERS FOR:

Celere 47

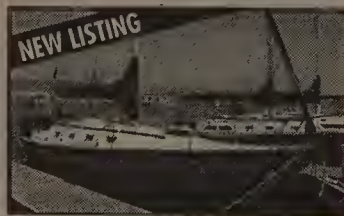


Additional Quality Listings

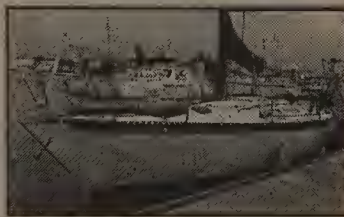
25' BAHAMA	\$7,000	35' CHEOY LEE LION	\$25,000
25' C&C	\$9,500	38' KAISER, '72	\$44,900
26' CHEOY LEE	\$15,000	40' CHEOY LEE MIDSHIPMAN	\$69,000
27' O'DAY	\$16,900	41' ULTRALIGHT	\$69,900
27' ERICSON, '78	\$11,900	43' WESTSAIL	\$114,900
28' PEARSON, '79	\$19,000	44' HARDIN	\$115,000
29' C&C	\$29,500	45' COLUMBIA	\$69,500
29' HUNTER 29.5, '94	\$49,950	45' JEANNEAU, '85	\$119,000
29' ERICSON	from \$9,995	47' CELERE	NEW \$399,500
29' CAL	\$14,900	50' CUSTOM TRI	\$139,000
30' ISLANDER MKII	\$16,900	50' MARINER	\$249,000
30' ODYSSEY	\$14,900	50' COLUMBIA	\$104,900
30' HUNTER	\$15,900	50' BOC RACER	\$129,500
30' S-2 9.2A	\$36,500	50' CHEOY LEE, '66	\$98,000
34' COLUMBIA	\$17,900	51' HUDSON	\$219,000
34' FORMOSA CC	\$27,500	57' ALDEN, '31	\$225,000
34' ERICSON T	\$34,900	57' STEEL MOTORSAILER	\$175,000

St. Maarten Listings

37' BENETEAU	\$67,000	45' BENETEAU 45ft5, '91	\$119,000
37' AMAZON	\$137,000	49' WAUQUIEZ CENTURION	\$250,000
37' C&C 37+	\$95,000	54' IRWIN	\$325,000
38' ROBERTS	\$120,000	52' DYNAMIQUE	Offers
39' GIB SEA	\$98,000	54' IRWIN, '90	\$325,000
40' SWAN	\$55,000	55' TAYANA, '87	\$334,000
42' ABEKING & RASMUSSEN	\$120,000	59' WAUQUIEZ CENTURION	\$780,000
43' C&C	\$119,000	75' CUSTOM SCHOONER	\$329,000
44' CSY	2 from \$89,000	76' KETCH, business opp.	\$39,000



36' LANCER 34,000
A great boat for the Bay & coast.



34' ERICSON 34,900
Racer/cruiser - she does both well!

Mike Clausen • Neil Riley
Chuck Sorensen • Dave Wolfe

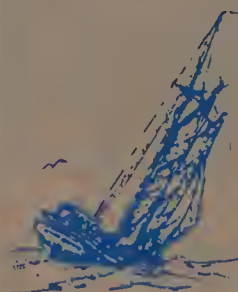
**NEW AT
O'NEILL'S**

HOBIE MAGIC 25

THE FUN STARTS HERE!

10 KNOTS OF BREEZE...
14 KNOTS OF BOATSPEED!

SERVING THE
BOATING
COMMUNITY
SINCE 1965

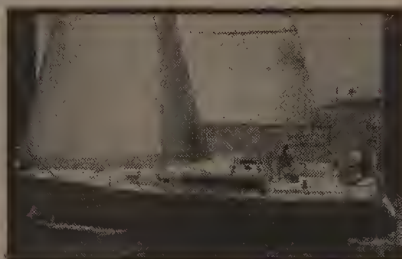


O'NEILL
OYC
YACHT CENTER

BROKERAGE



OLSON 30
Lots of extras. Very clean.
Race ready. \$19,995.



32' CATALINA 320
New to market, 1994. Better than
new condition. Call for details.

POWER

25' Bayliner, '90 \$27,000
32' Phoenix, '86 \$38,500
32' Bayliner 3218, '88 \$67,900

CATALINA 320

Catalina Yachts

1995 CLEARANCE

NEW SAIL

17' Hobie, '95, incl. \$875 trailer \$7,895
32' Catalina, 95 now just \$66,000

USED SAIL

19' O'Day, '80 \$5,800
23' O'Day, '79 \$7,995
26' Laguna, '84 \$11,900
27' Catalina, '77 \$7,995
27' Nor'Sea, '77 \$21,900
30' Olson, '81 \$17,990
30' Olson, '79 \$19,995
32' Catalina, '94 \$84,900
33' Ranger, '78 reduced to \$26,900
35' Santana, '79 \$36,900
37' Islander, '68 \$43,900
37' Express, '85 \$84,500

2222 East Cliff Drive,
Santa Cruz, CA 95062

(408) 476-5202

Fax (408) 476-5238

<http://www.oneillnet.com>

SAILING LESSONS • BOAT APPRAISALS

SAILING LESSONS • HOBIE CATS • BOAT RENTALS

Entertainment to Go!

Portable Digital Satellite TV Systems from Shakespeare



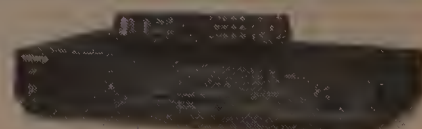
DS-3000 Seawatch Antenna



with
System
Purchase

System Features Include:

- Crisp, sharp and clear *digital* picture and CD-quality sound
- Small, lightweight, portable
- Uses most DBS 18" satellite receivers, including RCA and Sony
- Dishes also sold without receivers
- Dishes coated for protection against the marine environment
- More than 175 *digitally transmitted* channels to select from, including *HBO, Cinemax, The Movie Channel, Showtime, Flix, VH1, MTV, Nickelodeon, Comedy Central, Lifetime, All News Channel*, and dozens of others
- Built in storage for cable in the back of the base
- 'Echostar' compatible (with special receiver)



Sony or RCA Receiver with Remote

The DS-3000 is completely and permanently assembled, with a 15-foot cable that coils neatly into its base. The feather light satellite dish measures only 18" across. It slides up and out for use, down and in for stowage. It sets up easily in minutes on your boat, on the dock or on the ground - any place with an unobstructed view of the southern sky.

DS-3000 SYSTEMS

DS-3005 Portable Antenna Only ... \$239

With RCA Receiver & Remote \$799

With SONY Receiver & Remote \$949

WITH REBATE

SAN JOSE
1539 So. Winchester
95128
(408) 378-0400
FAX (408) 378-2113

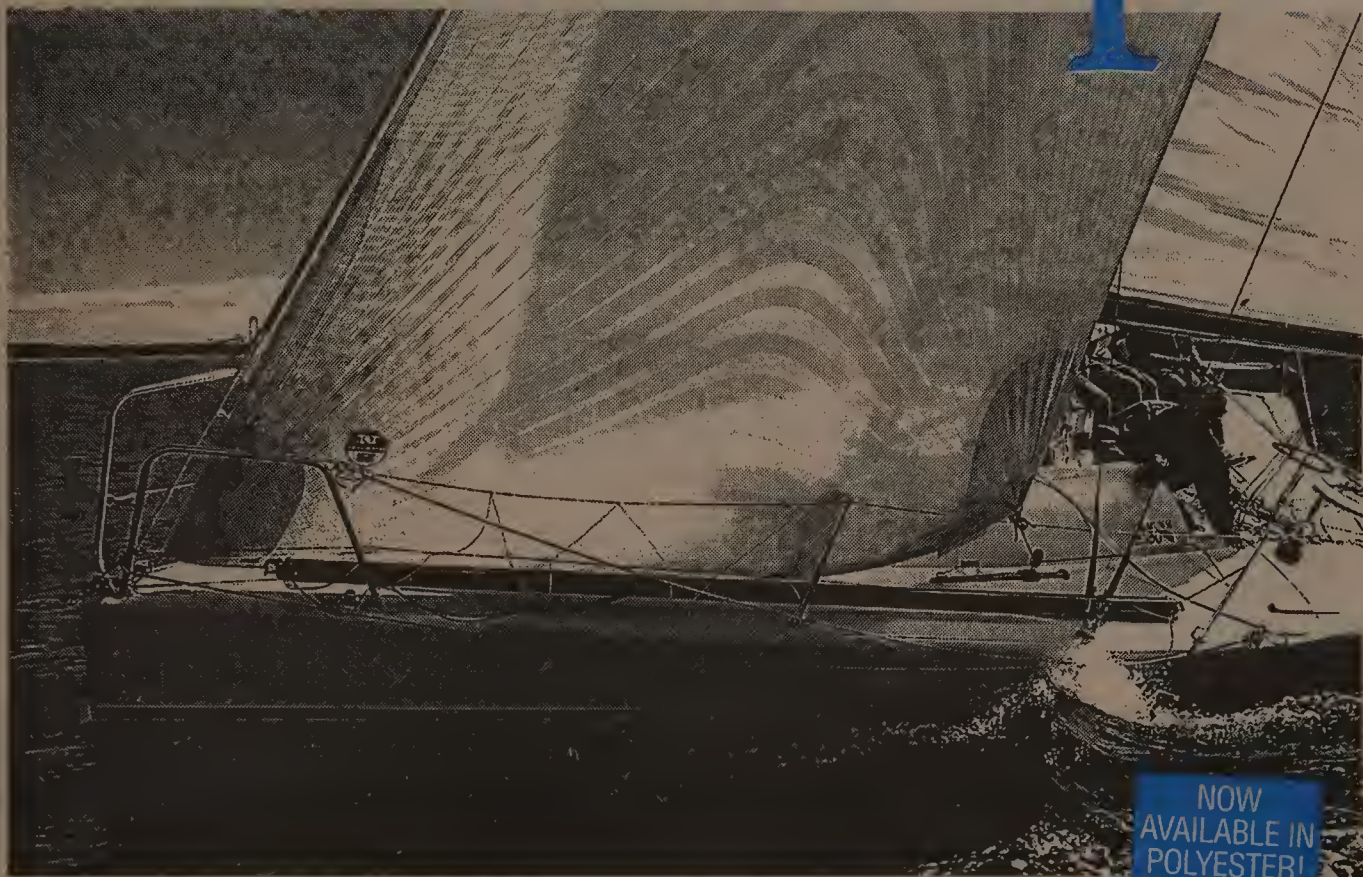


~ Quality Electronics ~
Maritime Electronics

Sales ~ Service ~ Installations

SAUSALITO
300 Harbor Drive
94965
(415) 332-5086
FAX (415) 332-6344

Power up!



NOW
AVAILABLE IN
POLYESTER!

In 1994, North introduced its revolutionary 3DL™ molded sails on the Grand Prix circuit and they have dominated as no sail technology ever has. In 1995, 3DL conquered the America's Cup. In 1996, North is starting another sailmaking revolution. It's called REGATTA 3DL and it's your chance to dominate *your* fleet like never before. Compared to paneled sails, REGATTA

3DL delivers superior shape-holding and durability at a very competitive price. REGATTA 3DL's extended wind range also means fewer sail changes and fewer sails in your inventory. For unmatched performance, unmatched service and unmatched value, call your North Sails representative today. Find how REGATTA 3DL can start your own performance revolution.

(Now available in aramid and Polyester)



New at North

DAVE STARCK
Sales

LYNN PEARSON
Service



Regatta
3DL 
The new shape of sailmaking

San Diego: 619-224-2424 Huntington Beach: 714-898-1234 Newport Beach: 714-642-7238

Marina del Rey: 310-827-8888 Channel Islands: 805-984-8100 Seattle: 206-789-4950

North Sails San Francisco: 510-522-5373 Fax 510-522-0597

2415 Mariner Square, Alameda, CA 94501

H
E
W
E
T
T

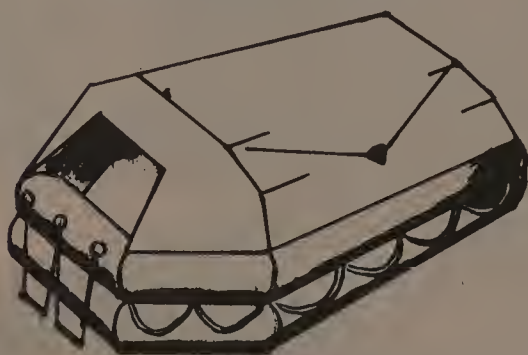
USCG APPROVED TESTING FACILITY

**SALES • SERVICE
REPAIRS • RENTAL • REPACKING**

OF

USCG, SOLAS, COMMERCIAL,
YACHT AND FISHERMAN

**INFLATABLE LIFERAFTS
INFLATABLE BOATS**



MARINE COMPANY

555 SELBY STREET

SAN FRANCISCO, CA 94124

(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122



"Everyone Needs a Bigger Boat"

KENSINGTON YACHT & SHIP BROKERS

WEST BAY
475 Gate 5 Road
Sausalito

TWO
CONVENIENT
LOCATIONS

EAST BAY
Fortman Marina,
1535 Buena Vista Alameda

(415) 332-1707

FAX (415) 332-1726

e-mail: dmppearl.aol



(510) 865-1777

FAX (510) 865-8789

e-mail: noahfox.aol

**SERIOUS CRUISING BOATS
FOR SALE IN THE CARIBBEAN**

**We Will Rebate Your Travel Cost
at The Rate of 1% of Purchase Price**

Phone For Details!

MONOHULL

32' BENETEAU FIRST 325, 1986	\$51,000
41' NOORTHOR STEEL HULL KETCH, 1974	\$70,000
45' KIRIE FEELING 416, 1991	INQUIRE
36' WAUQUIEZ CENTURION, 1990	\$110,000
49' WAUQUIEZ CENTURION	3 FROM \$350,000
59' WAUQUIEZ CENTURION, 1990	\$780,000
60' WAUQUIEZ, 1992	\$1,200,000

CATAMARAN

38' KENNEX 380, 1991	\$142,000
39' JEANTOT MARINE, PRIVILEGE 12M, 1992	\$260,000
46' METALU, LANGEVIN 13.65M, 1982	\$180,000

EXCEPTIONAL AND RARE

39' A. BOTTINI YAWL, 1961	\$66,000
53' POUVREAU KETCH, MARCONI 16.30M, 1972	\$186,000



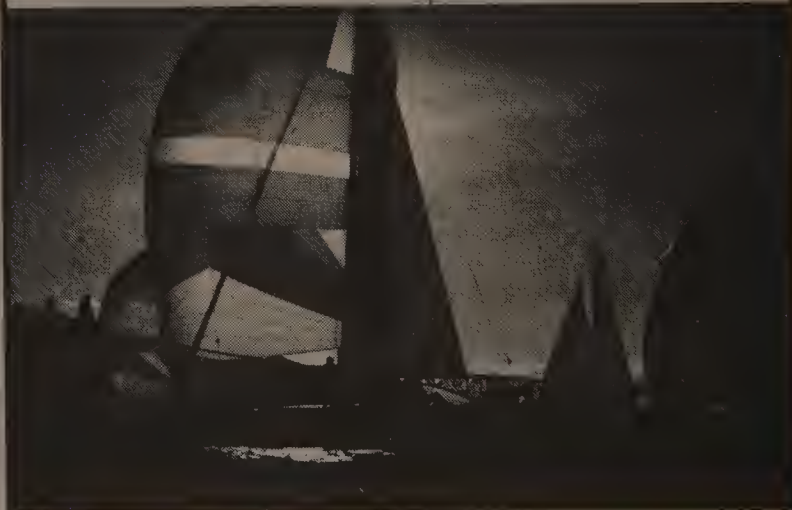
Alameda's Oldest and Finest Marina

• HARBORMASTER'S OFFICE •

(510) 522-9080

1535 BUENA VISTA AVENUE
ALAMEDA, CA 94501

**LEADING EDGE
Sail Makers**



• *Specializing in the finest cruising
and racing sails for over 17 years.*

• *Repairs/Re-cuts/Conversions*

(415) 347-0795

OFF HIGHWAY 101 ACROSS FROM COYOTE POINT
1125 N. AMPHLETT BLVD. • SAN MATEO, CA 94401



"Everyone Needs a Bigger Boat"

KENSINGTON YACHT & SHIP BROKERS

WEST BAY

475 Gate 5 Road, Sausalito

(415) 332-1707

FAX (415) 332-1726

e-mail: dmpearl.aol

TWO

CONVENIENT

LOCATIONS

EAST BAY

Fortman Marina, 1535 Buena Vista, Alameda

(510) 865-1777

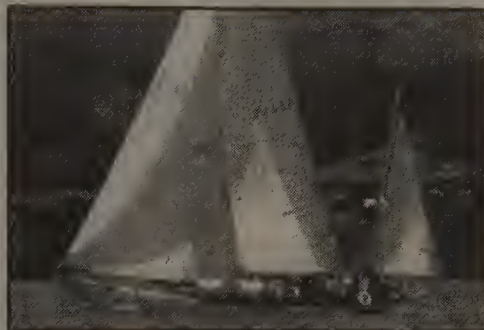
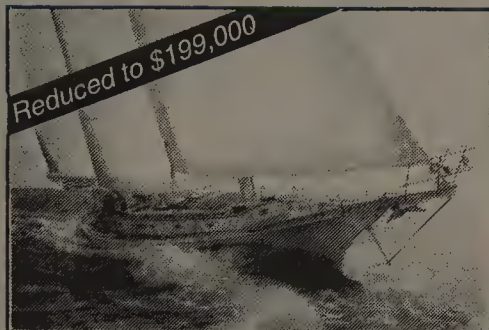
FAX (510) 865-8789

e-mail: noahfox.aol



44' CHERUBINI KETCH, 1981

One of the world's
most beautiful.



57' (LOD)

ALDEN, 1931.

His most famous
original yawl design.

Major refit '94-'95.

Asking \$225,000.



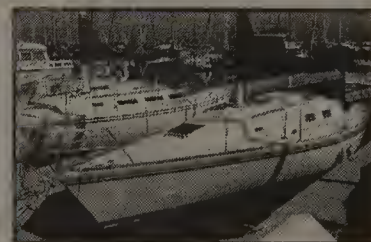
55' CUSTOM MOTORSAILER

The best ferro ever built. Insurable.
Fabulous liveaboard. \$139,000 obo.

**TOP QUALITY LISTINGS ACCEPTED
FOR SHARED BERTH RENTAL
AT FORTMAN MARINA.**

Buyers & Sellers

We reach a worldwide market.



36' MORGAN SLOOP, 1984

A sturdy Bay & coastal cruiser,
designed by Nelson-Marek.

Asking \$39,700.



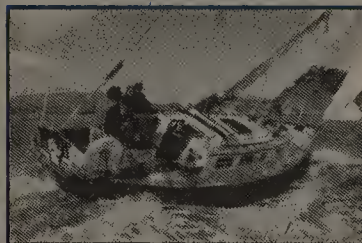
32' SABRE, 1985

Well equipped. 5 sails.
Shows beautifully.
Asking \$65,000.



47' WAUQUIEZ CENTURIAN, 1985

Top quality, fast cruiser. Shoal draft.
Asking to \$245,000.



40' BRISTOL, 1982

By Ted Hood.

Sleek, practical, comfortable cruiser.
Reduced to \$85,000.



56' DUTCH STEEL PILOTHOUSE
KETCH, 1970

Luxurious world cruiser.
Asking \$132,000.

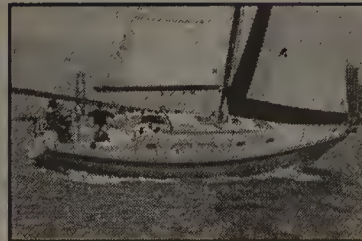
28' ISLANDER, '79	20,500	36' UNION POLARIS, '82	75,000	46' & 48' AMEL	from 160,000
29' GULF PILOTHOUSE, '84	24,000	36' ANGLEMAN, '75	24,000	47' HYLAS, '88	220,000
30' CATALINA, '76	20,500	39' WESTSAIL SLOOP, '80	115,000	49' CT CUTTER, '86	219,000
30' SCHOCK Sloop, '38	23,000	40' CHEOY LEE, 77	69,000	49' YOUNG SUN, '84	115,000
32' SABRE, '85	65,000	42' GAFF Schooner, '84	45,000	53' CUSTOM SWEDISH SLOOP, '85 ...	220,000
35' NIAGARA Sloop, '81	67,500	45' BREWER KETCH, '78	95,000		



42' CHAPPELLE CORSAIR
SCHOONER, 1984
Finest example of
craftsmanship throughout.
Asking \$45,000.



36' FREEDOM SLOOP, 1986
Gary Mull design.
Cruise ready.
Asking \$105,000.



34' ERICSON, 1989
Custom interior;
shows like new.
Asking \$79,000.



39' CAVALIER SLOOP, 1980
Rugged New Zealand cruiser;
lotsa stuff.
Asking \$82,500.

FEW PEOPLE GET WHAT THEY WANT IN LIFE...

...We'll help you
become one of
the chosen few

Since 1976, First New England has been making dreams come true...
whether it's constructing a new yacht or purchasing a pre-owned
vessel, let the marine finance specialists at First New England Financial
assist you with your yacht financing needs.



First New England Financial

a division of Deere Credit, Inc.

Before you look for your next yacht,
call on the experts with over fifty years of
financing & yachting experience.

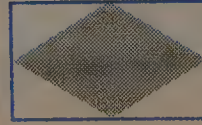
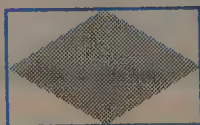
(800) 233-6542

<http://yachtworld.com/fne>

Southern California

1601 Dove Street .
Suite 125

Newport Beach, CA 92660
(714) 752-0919



Northern California

2000 Powell Street
Suite 200

Emeryville, CA 94608
(510) 614-0567

1070 Marina Village
Parkway, Suite 100
Alameda, CA 94501

BILL GORMAN YACHTS



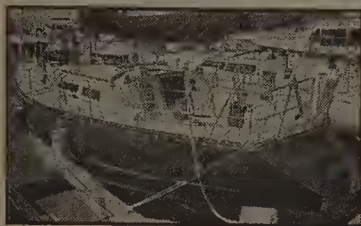
(510) 865-6151

FAX (510) 865-1220

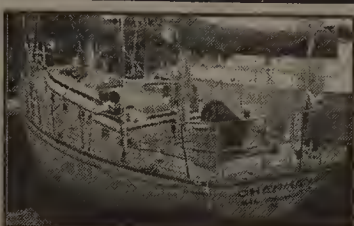
<http://www.yachtworld.com/bgy>

ALL BOATS AT OUR SALES DOCK

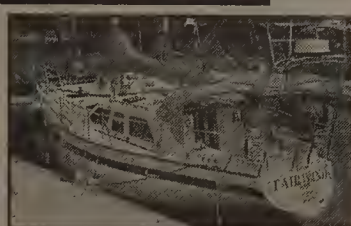
Sales: Jack Meagher



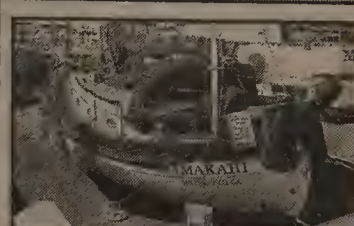
1981 C & C 40'
Pristine & luxurious.
Shows pride of ownership.
Asking just \$77,000.



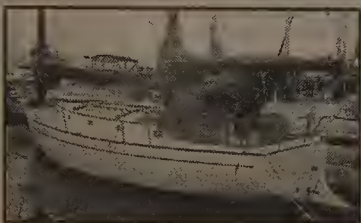
1979 MASON 43' KETCH
Al Mason classic w/Ta Shing quality.
Never cruised but priced right to
add gear. Asking \$139,000.



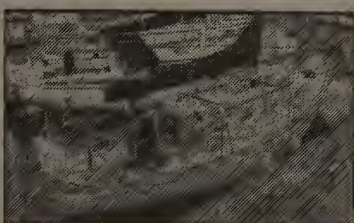
1982 US 42 PILOTHOUSE
Epoxied in '92, radar arch w/radar,
solar panel & Loran. New North
main. Asking just \$99,000. A gem!



1985 HANS CHRISTIAN 38T CUTTER. Loaded & ready to go again. Windvane, radar, GPS, Ham/SSB. Asking \$129,000.



1981 FREEDOM 33' CAT KETCH
Easy to sail - easier to maintain.
Unstayed rig, CB, AP,
wind instruments.
Asking just \$57,000.



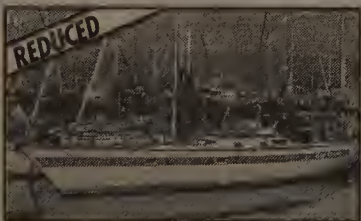
1978 NOR'WEST 33'
Artfully built pocket cruiser.
Radar, windvane, liferaft, SSB.
Plus lots more.
\$52,500.



1990 NOR'SEA 27' AFT COCKPIT
One of the best pocket cruisers ever
made. A legend in her own time!
Dry or wet sail her. Perfect for short
or long distances. Asking \$59,000.



1973 CHEOY LEE 40' YAWL
A boat for the ages.
Full boat cover-epoxied.
A stunner!
Asking \$58,000.



1984 NORSEMAN 447
Ta Shing built, loaded, teak decks.
Ready to go - anxious
seller ready to negotiate.
\$189,000.

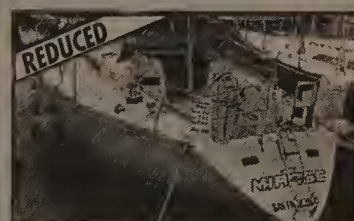
NEXT OPEN BOAT WEEKEND

(The way to buy and sell boats in the '90's)

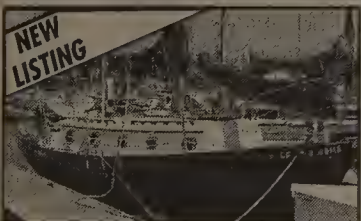
JULY 13 & 14

10 am to 4 pm

Weather Permitting



1985 BENETEAU FIRST 42
B&G instruments, spinnaker.
Race or cruise; do both skillfully.
A lot of boat for just
\$85,000.



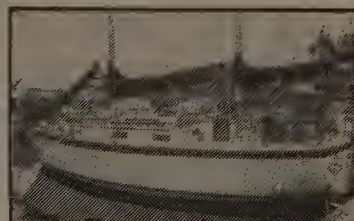
1982 ORION 27 CUTTER
One of Pacific Seacraft's best.
Epoxied, full batten main. New on
the market.



'80/'81 VAGABOND '47 KETCH
A classic! Well equipped, well
maintained. Due to arrive late July.
\$165,000. *sistership*



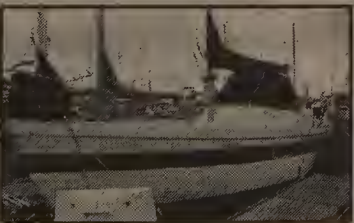
1986 PEARSON 36'
An elegant interior in this easily
handled, quality midsize coastal
cruiser. Asking \$69,000.



1977 PEARSON 365 KETCH
A Pearson classic that will never go
out of style. Modified keel w/skeg
rudder. In excellent cond. \$47,500.



1979 & 1978 HUNTER 37' CUTTERS
2 from \$37,000.



1973 CORONADO 35'
An ideal center cockpit, aft
stateroom, liveaboard cruiser.
Move on for just \$31,500.



1988 TICON 34' CAT KETCH
A Canadian built long distance
cruiser. Easier to sail with more
room & storage than a Nonsuch or
Freedom. Asking \$89,500. *sistership*



1986 ERICSON 38-200
Aft stateroom.
Aft head w/separate stall.
GPS, AP, spinnaker. Ready for
offers. Asking just \$72,000.



WINDTOYS

Wind and Water Sports Center

3019 SANTA ROSA AVENUE
SANTA ROSA, CA 95407
(707) 542-SAIL

NEW Catalina/Yachts
CATALINA 250
KEEL

ALSO AVAILABLE
WING OR FIN KEEL
WATER BALLAST



WINDTOYS...
Your Small Boat Specialist!

CAPRI

US SABOT, WAVE, 13, 14.2,
15, 16, 16.5, 18, 22, 26

HOBIE

IRIFOILER

DESIGNED FOR SPEED...
IT'S SURE TO LEAVE YOU
BREATHLESS.



ALL CATS, PARTS & ACCESSORIES
TOLL FREE ORDER LINE 800 499-SAIL EXT. 26

35+
mph



CALL FOR
DEMO SAIL



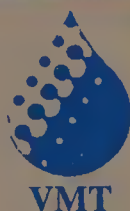
NEW
ROTO-MOLDED
CAR-TOPPABLE
TRIMARAN

WINDRIDER

FAST • STABLE
EASY TO RIG AND SAIL!

\$2,995⁰⁰

THE WATERMAKER STORE



- Reverse Osmosis Water Purification
- Distributor of Village Marine Tec
- Distributor of Aqua Pro Water Systems
- Sales / Installation / Service on All Brands
- 12 Volts • 110 Volt • Engine Driven
- Custom Tanks & Gauges

"Your last stop for safe, pure, clean
fresh water from the sea."

619-226-2622

1273 Scott St., San Diego, CA 92106

email: watermaker@gnn.com

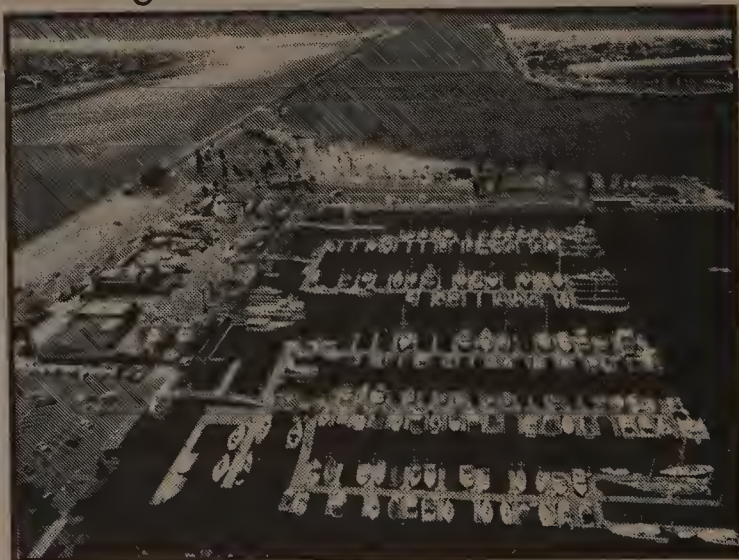
ENDS
STUFFING
BOX
LEAKS!

ALSO DISTRIBUTORS FOR

Lasdrop

CALL FOR
QUOTES.
FREE
SHIPPING

San Diego's Closest Marina to the Ocean!



Mission Bay MARINA

- Slips up to 90 ft. w/hookups
- Shoreside facilities & laundry
- Office services available
- Friendly, personal attention
- Full service repair yard
- Network with other cruisers
- Cruiser party in November
- Quiet, relaxed atmosphere



CRUISING SPECIAL - \$6.⁵⁰/ft.

(2 month limit for special rate Sept.-Dec.)

(619) 223-5191

1500 Quivira Way, San Diego, CA 92109

Cityyachts

San Francisco's Yacht Broker Since 1969



Owned and operated by
Paul and Chrissy Kaplan

SAIL

32' Beneteau	69,500
34' Aloha	63,500
34' Hunter	37,000
34' C&C	38,000
34' 11:Metre	19,500
37' Express	80,000
37' Express	100,000
37' Grand Soleil	59,500
38' Baltic	139,900
42' Baltic	159,000
42' Goldenwave	117,500
43' Gulfstar	98,000
43' Hans Christian	200,000
441 Swan	165,000
45' Custom S & S	119,000
456 Custom Beneteau	178,000
55' Swan	295,000
651 Swan	975,000

37' Express, 1984 sistership \$100,000



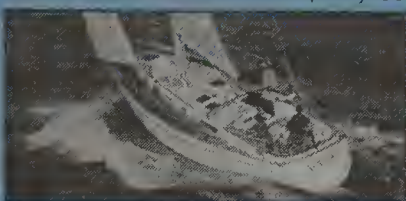
43' Gulfstar \$98,000



36' Formula, 1990 \$119,000



42' Goldenwave \$117,500



Beneteau First 456TR Interabang



42' Baltic, 1984 \$159,000



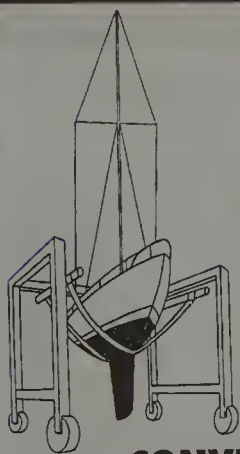
POWER

24' Farallon	35,800
25' Tollycraft	29,500
33' Chris Craft	35,000
33' Egg Harbor	70,000
34' Mainship	49,500
36' Formula	119,000
38' Mediterranean	134,500
42' Grand Banks	189,000
46' Hatteras	219,000
47' Stephens	195,000
50' Stephens	125,000
56' Motor Yacht	69,000
57' Chris Craft	155,000
65' Motor Yacht	265,000

10 MARINA BLVD. • SAN FRANCISCO, CA 94123

PHONE (415) 567-8880 • FAX (415) 567-6725 • e-mail swan@sirius.com

PLEASE VISIT OUR FUEL DOCK AT GASHOUSE COVE MARINA • OPEN 7 DAYS A WEEK • 9AM TO 5PM



BERKELEY MARINE CENTER

**CONVENIENTLY LOCATED
IN THE BERKELEY MARINA**

- Full Service Boat Yard
- Do-It-Yourselfers Welcome
- New Fuel Dock - gas and diesel
- Berths and Dry Storage
- Free Estimates on Repairs

50% OFF

**HAUL & LAUNCH WITH PURCHASE
OF BOTTOM PREP & PAINT OR**

**10% OFF
THE BOTTOM LINE**

#1 Spinnaker Way (510) 843-8195
Berkeley, CA 94710

DE-BUG™ ALGAE-X NEXT GENERATION FUEL DECONTAMINATION UNITS

DIRECT FLOW-THRU DESIGN

- NOW SELF-CLEANING
- INCREASED ENGINE, INJECTOR & PUMP LIFE
- LESS ENGINE MAINTENANCE & DOWNTIME
- FEWER FILTER CHANGES
- ENGINES RUN BETTER, SMOKE LESS
- IMPROVED RELIABILITY, SAFETY
- ELIMINATES TOXIC BIOCIDES

KILLS DIESEL FUEL ALGAE
for clean, "Bug-free" fuel!

FREE Technical Information and
Specifications available on request!

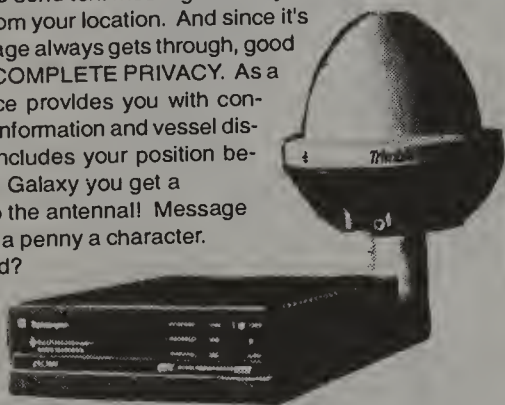
De-Bug U.S.A., a div of Enviro Response Products, Inc.
Phone 800 403-3284 • Fax 941 463-7855
Internet Web Page <http://www.mglobal.com/debug.html>
e-mail address debug@ix.netcom.com

Got email?



Plain and simple. Communicate with anyone, anywhere, anytime... worldwide. In a nutshell that is what internet email is all about. Now with recent advances from Comsat and Trimble Navigation two way email is available to you via the INMARSAT satellite network. This is in addition to being able to send text messages to any fax machine in the world from your location. And since it's via satellite, your message always gets through, good weather or bad and in COMPLETE PRIVACY. As a bonus Comsats' service provides you with constant regional weather information and vessel distress monitoring that includes your position because with the Trimble Galaxy you get a Trimble GPS built into the antenna! Message cost? As low as under a penny a character. Now are you interested?

Contact us for further information or for a demo. Hey, drop us an email

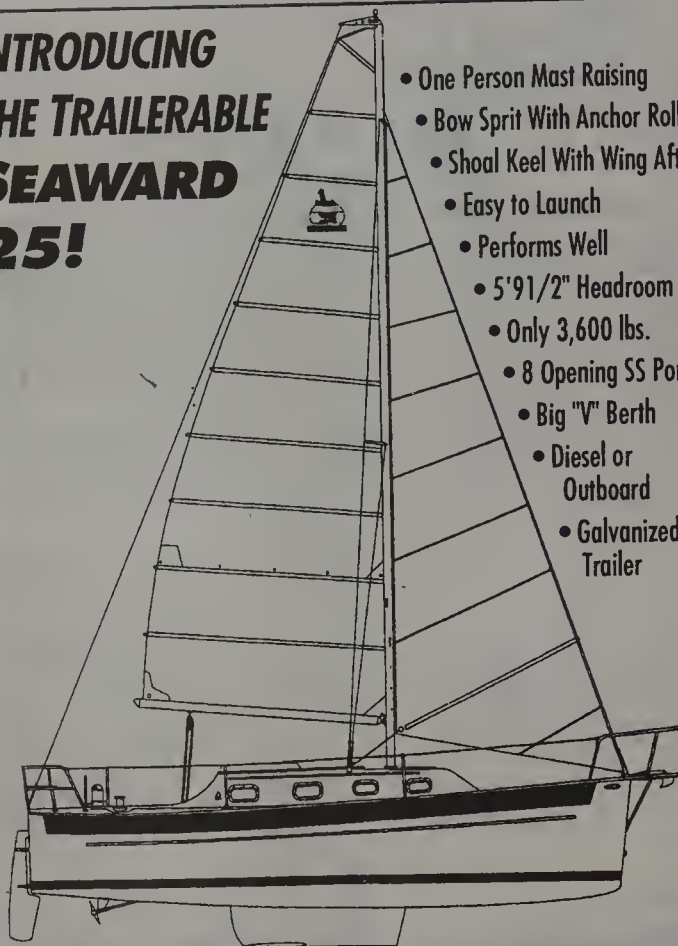


Authorized Sales & Service

Farallon Electronics

2346 B Marinship Way, Sausalito, CA 94965
 Licensed Insured 415-331-1924
 gofarallon@aol.com

INTRODUCING THE TRAILERABLE SEAWARD 25!



- One Person Mast Raising
- Bow Sprit With Anchor Roller
- Shoal Keel With Wing Aft
- Easy to Launch
- Performs Well
- 5'9 1/2" Headroom
- Only 3,600 lbs.
- 8 Opening SS Ports
- Big "V" Berth
- Diesel or Outboard
- Galvanized Trailer

THE SAILING LIFE™ New and Used Sailboats

Ph. 503-289-6306 • Ph. 800-763-1445 • Fax 503-289-7507
 260 NE Tomahawk Island Drive, Portland, Oregon 97217 • email sailinglif@aol.com

OYSTER POINT MARINA SOUTH SAN FRANCISCO

Tie up your boat at Oyster Point Marina and sail away with **FREE** Rent!

**UP TO 2 MONTHS
FREE BERTH RENT
AND MORE!**

26 to 60 foot berths available.

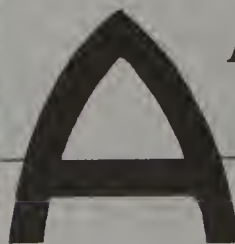
First month **FREE** with a six-month agreement.
 First and seventh month **FREE**
 with a 12-month agreement.

CALL FOR COMPLETE PROMOTIONAL OFFERINGS!

For information call 415/952-0808

S.F. RIGGING HEADQUARTERS

- Swaging and rotary swaging
- Micro pressing
- Rope to wire splicing
- Rope splicing
- Wire rope splicing
- Wire rope slings
- Yacht rigging and hardware
- Wire rope
- 1x19 S.S. type 304 and type 316
- Lifeline and fitting
- Dockline
- Anchor line
- Galvanized anchor chain
- H.T. Chain, BBB Chain
- Proof coil chain
- Safety nets



ALLIED ROPES CO.

304 LITTLEFIELD AVENUE
 SO. SAN FRANCISCO, CA 94080

415-589-8780

FAX 415-589-1804

Sobstad



**Sobstad
Sailmakers**

**(510) 234-4334
Racing**

**(510) 234-8192
Cruising**

**(510) 234-4863
Fax**

**1230
Brickyard
Cove Rd.,
Pt. Richmond,
CA 94801**

**(510) 523-0501
Alameda**

**(619) 226-2422
San Diego**

COMMITMENT TO SERVICE



Dick Pino

It's no surprise that Sy Kleinman chose Sobstad to build the sail inventory for his new *Swiftsure II*. The reason: superior products and Dick Pino's commitment to service. Dick began his relationship with Sy in 1990 when he was invited aboard the original *Swiftsure* as a trimmer. Over the last six years Dick has built a relationship with Sy that includes sailing and helping organize *Swiftsure* to a finely tuned effort.

"The most rewarding part of our job is being able to develop long term friendships with people who absolutely love to sail. My relationship with the *Swiftsures* is one of those special friendships. I began sailing on 'Old Blue' in 1990, and I don't think I have met anyone who enjoys sailing more than Sy Kleinman.

"The *Swiftsure* fleet has just doubled with delivery of the 'Deuce' (officially *Swiftsure II*), a 54' Schumacher IMS design. Sy asked Sobstad to develop a Grand Prix inventory that would emphasize course racing this summer and fall, highlighted by the Big Boat Series in September. In October, the focus changes to an offshore venue with the Cabo and Puerto Vallarta races and the TransPac next summer. Customizing the sail inventory to those dramatically varied requirements was a challenge we rushed to meet.

"Using our data bases from several successful fifty-footers, we developed a Grand Prix DIAX inventory for buoy racing. For the offshore races, we designed sails to meet the demands and stand up to the rigors of ocean racing."

In all areas of planning and preparation, Sobstad's participation in the most competitive sailing arenas provides an edge no other sail supplier can offer.

Global Power - Local Service

BALLENA ISLE MARINA

"From San Francisco Bay to exotic Cabo San Lucas you'll love our Family!"



Enjoy the ambiance of a total boating community. BALLENA ISLE MARINA on Alameda Island offers hassle-free boating, fun, security & the knowledge that you have chosen the very best.

**YOUR FIRST MONTH
is on us!**

- Easy access to the Bay
- 24-hour fuel dock
- Chandlery—Restaurant—Deli—Liquor—Tennis Courts
- Special Gold Card Discounts & more
- New and used boat sales—Waterfront office space available

Become part of the Almar family of marinas and enjoy free guest privileges at all five of our beautiful marinas up and down the coast.



BALLENA ISLE MARINA 1150 Ballena Bl. Ste. 111 • Alameda, CA 94501
(510) 523-5528 • 1-800-675-SLIP • FAX (510) 865-2257 • Monitor Ch. 16

ALMAR MARINAS...The West's Finest

Anderson's Boat Yard

Traditional
Craftsmanship



Modern
Technology

MINOR OR MAJOR MAINTENANCE AND REPAIRS FOR BOATS OF ANY SIZE
WOOD ~ FIBERGLASS ~ ALUMINUM ~ STEEL

- Ⓜ 50, 70 & 100+ Ton Travel Lifts with maximum 25' beam
- Ⓜ Hull and Bottom painting
- Ⓜ Custom Stainless, Aluminum & Steel Fabrication & Welding
- Ⓜ Engine Service & Repower
- Ⓜ Complete Rigging Shop Including Wooden Masts and Booms
- Ⓜ Electrical Installation and Repairs
- Ⓜ In-House Propeller Shop

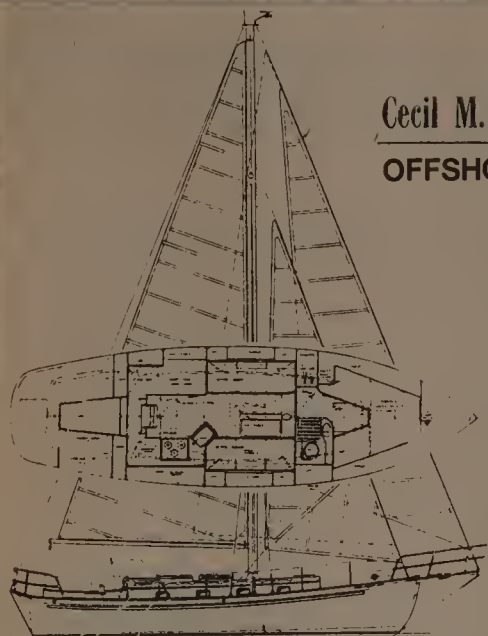
Ⓜ **Anderson's Boat Yard ~ Your Full Service Boat Yard** Ⓜ
Haulouts on Short Notice, Any Tide • Quality Work Guaranteed

Clean,
Environmentally Safe,
USCG Approved
Facility.

Call us for a free estimate

(415) 332-5432 • (800) 310-5432
Clipper Yacht Harbor • Sausalito

**WE SPRAY
AWLGRIP**

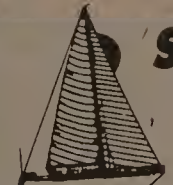


Cecil M. Lange & Son, Inc.
OFFSHORE SPECIALISTS

Cape George Cutters are proven sailers worldwide and are a beautiful blend of modern fiberglass hull and traditional wood construction. Available as hull only or to any stage of completion.

Cape George 31, 34, 36, 38 and 40.6.

**1924 Cape George Rd.,
Port Townsend, WA 98368
(360) 385-3412**



SAIL EXCHANGE

**USED SAILS
UP TO
70% OFF**

100s of Mains, Genoas and
Spinnakers to Choose From . . .
Many Are New!

**WE SHIP ANYWHERE AND THE
SAILS ARE GUARANTEED TO FIT
OR YOUR MONEY BACK**

407 Fullerton Ave., Newport Beach, CA 92663

800-628-8152



Coming
September to
San Francisco –
A New Force in
Sailmaking

Speed. Agility. Simplicity.

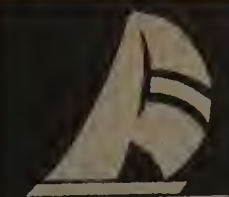


WYLIECATS are a new family of high performance sailboats that range from a sporty 17' daysailer to a luxurious 39' racer/cruiser. Designed by Thomas Wylie Design Group, these light displacement catboats are as easy to sail as they are fun. Join a new breed of performance sailors and enjoy a rig so advanced, it's simple. For more information, call WYLIECATS.



WYLIECAT
17 • 30 • 39

WYLIECATS • (510) 376-7338 or (800) 814-0043 • 86 Ridgecrest • Canyon, CA 94516



farallone yacht sales

Open Boat Weekend — July 13th & 14th

Catalina 380



Stop by and
preview Catalina's
newest baby

Open House Boat

July 28 • 10am to 4 pm

*Your 1st chance to see
the wonderful Catalina 380*

- Smash hit at all the spring shows
- Real keel
- Wonderful interior

LOOKING FOR A 1ST RATE BROKER?

We sell nearly 100 sailboats each year.

We sell only sailboats and we do this very well

GREAT LOCATION • GREAT SERVICE

East Bay Brokerage- Farallone Yacht Sales

42' Catalina, 1996	\$148,025
38' Catalina 380	Due in July \$127,650
36' Catalina	2 from \$40,500
36' Lancer, 1982	\$29,600
36' Nonsuch, 1989	\$135,000
36' Catalina Mk II, 1996	\$97,200
35' Hunter 35.5, 1990	\$61,900
32' Catalina 320,	2 from \$72,500
32' Freedom, 1985	Sale Pending \$42,900
30' Catalina, 1982	\$25,900
30' Newport, 1987	\$31,500
30' Hunter, 1976	\$22,500
28' Catalina, 1992	\$42,500
28' Pearson, 1978	Reduced \$10,500
27' Catalina, 1981	3 from \$8,000
26' Nonsuch Ultra, 1986	\$48,900



CATALINA 320, 1994 \$72,500



CATALINA 42, 1989 2 from \$108,000

West Bay Brokerage ~ Eagle Yacht Sales

42' Catalina, '89, mint cond	\$108,995	27' Catalina, '85, whl, dsl	\$15,995
42' Catalina, '89, extras	\$107,995	27' Catalina, '76, rebilt eng	\$7,995
35' Encson, '74	reduced \$22,995	26' MacGregor, '87, trailer	\$7,995
34' Catalina, '87, loaded	\$59,995	26' Sovereil, '75, full race	\$11,995
32' Fuji, '76, ready to cruise	\$32,995	25' Catalina, '87, orig. owner	\$9,995
30' Catalina, '77, ready to sail	\$19,995	24' Islander, new o/b, '63	\$2,995
30' Catalina, '81, wheel	\$21,995	23' Pearson, '62, great cond	\$3,495
30' Catalina, '84, loaded	\$32,995	23' MacGregor, '75, lakes	\$3,995
30' Islander, '71, great boat	\$14,495	POWER BOATS	
30' Hunter, '76, dsl, furling	\$16,995	24' Bayliner, '87, sunbridge	\$11,995
28' Columbia, '66, inboard	\$9,995	28' Bayliner, '85,	\$24,995
27' O'Day, '75, AP, dodger	\$9,995	30' Tollycraft, '78, flybridge	\$42,995



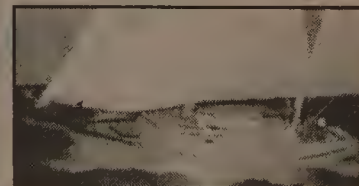
CATALINA 28, 1991. \$42,500



CATALINA 34, 1987 \$59,995



CATALINA 36, 1983 \$39,500



FUJI 32, 1976 \$32,995



farallone yacht sales

1070 MARINA VILLAGE PARKWAY #104

ALAMEDA, CA 94070

(510) 523-6730

East Bay

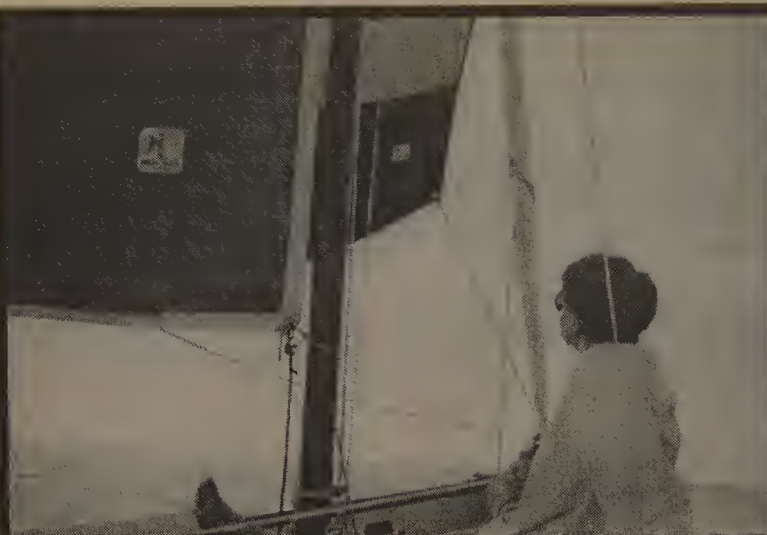
Eagle Yacht Sales

1966 COYOTE POINT DRIVE

SAN MATEO, CA 94401

(415) 342-2838

West Bay



SMALL BOAT CRUISING CENTER BEACH CRUISING IN BAJA

May 5, 1996

"Dear Bob Hogin and Folks,
We've had a big year in Baja with Drascombe Longboats fitted with Hogin sails. Enclosed are some photos taken during a double crossing of the Sea of Cortez in February 1996. Mulege to Guymas, and back to Loreto...We averaged 2.5 knots in light easterlies to Isla Lobos, just south of Guymas, but returned to Loreto — 100 miles in 17 hours."

FOR MORE INFORMATION:

SMALL BOAT CRUISING CENTER

P.O. Box 382, Calistoga, CA 94515

(707) 942-4550

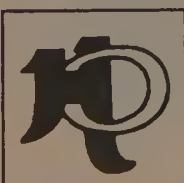
NOLS

288 Main Street, Lander, WY 82520

(307) 332-6973

HOGIN SAILS

*New Sails • New Covers • Repairs
Recuts • Used Sails*



In the Alameda Marina at
1801-D Clement Ave. • Alameda, CA 94501

(510) 523-4388

Mon to Fri 8:30 am to 5 pm • Sat 10 am to 2 pm

CALENDAR

Nonrace

July 1 — Full moon — the best things in life are free!

July 3 — Man Overboard Clinic for Pac Cup participants at Encinal YC, 3:30 p.m., presented by John Connolly. Free, and worth the time! The Marina Village party for all Pac Cuppers follows at Encinal YC at 6 p.m. Pat Lowther, 564-6791.

July 4 — Master Mariners Annual River Rat Cruise, leaving from Raccoon Strait at 11 a.m. Details, Dan Drath, 851-7601.

July 4-7 — Islander 36 Cruise to Petaluma. Rich, 365-3694.

July 4-7 — Hans Christian Owners Association Cruise to Santa Cruz. Linda Hill, 780-5785.

July 5-7 — 20th Annual Lake Union Wooden Boat Festival, if you're up in Seattle over the holiday. Nic Brown, (206) 382-2628.

July 6 — West Marine Pacific Cup skipper's meeting at Corinthian YC, 2-5 p.m., followed by the *bon voyage* dinner party, 5-11 p.m. Betty Lessley, 892-6534.

July 7, 1986 — Ten Years After: A sailboard with what appeared to be an 18-inch great white shark bite taken out of it was discovered washed up in the cove just north of the Golden Gate Bridge. In a *Sightings* piece, we broke the story — which the San Rafael Sheriff's Department had been attempting to cover up for two reasons: they weren't convinced it was a real shark bite, and in any event they didn't want to create a panic situation. "It just looks too perfect," John McKosker, director of the Steinhart Aquarium, informed us.

Subsequent to our piece, and after some suspiciously well-placed calls inquiring about the safety of windsurfing outside the Gate, the *Marin IJ* and the *Chronicle* ran long stories about shark attacks. As the furor died down, we revealed the truth in our October issue: the 'shark bite' was actually the handiwork of several Marin teenagers, one of whom confessed the story to us on the guarantee of anonymity. Seems they had acquired the board, which had a damaged tail due to a car accident, and were about to cut it up and throw it in a dumpster when inspiration hit. With a wood chisel and a hammer, they free-styled the bogus bite, never measuring for size. "It took about 15 minutes in all," explained the merry prankster. "We finally took a deadblow hammer and knocked the chunk out. It looked great and we all started laughing. In fact, we couldn't stop laughing."

The rest is history, sort of. We're still laughing when we recall the incident, truly a 9.5 on the practical joke scale (*War of the Worlds* is the only 10). We'd love to hear from the perpetrators again — assuming you're not on Death Row or anything, give us a call.

July 8 — ESPN coverage of the Brut Cup of SF, high noon.

July 13 — Marine Swap Meet and Coast Guard Auxiliary vessel exams. Golden Gate YC; Paul Anderson, 948-2549.

July 16 — SF Bay Oceanic Crew group meeting, featuring guest speaker Chuck Warren on "Heavy Weather Sailing." 7 p.m. at Fort Mason Center, Building C, Room 210. Free! Info, 979-4866.

July 20 — Point San Pablo YC's Fourth Annual Historic Workboat Festival. All boating enthusiasts welcome. Jan, (510) 236-7664.

July 21 — Crew overboard recovery day at Club Nautique, Alameda. Chalktalk first, then the real thing. Info, (510) 865-4700.

July 28 — ESPN coverage of the Brut Cup of France, 9:30 PST.

July 30 — Baja Ah-Ha Seminar #1: "Getting the Boat Ready." Topics covered include engines, electrical systems, radios, sails, rigging, props and shafts. Sponsored by Waypoint and UK Sailmakers, 7 p.m. at the UK loft in Alameda. Free, but reserve your space by calling (510) 523-9411.

Aug. 3-4 — Islander 36 Cruise to Oakland's Jack London Square. Rich Princeau, 365-3694.

Aug. 10 — "RO, RO, RO Your Boat: Everything You Wanted to Know About Reverse Osmosis (RO) and Marine Watermakers." A free presentation by Rick Muething at Waypoint (Alameda), 7 p.m. RSVP, (510) 769-1547.

Aug. 10 — Flea Market at the Sausalito West Marine, 332-0202.

Aug. 17-18 — Second Annual Island Packet Rendezvous, hosted by Point San Pablo YC. Leo, (510) 526-0994.



South Beach Harbor

on the San Francisco waterfront at Pier 40

• Ideal Sailing Weather • Walk to Downtown • Good Parking & Security

Spinnaker Sailing - Lessons, Rentals, Charters	543-7333
Rendezvous Charters - Sailing & Motoryacht Cruises	543-7333
Premier Yacht Sales - Boat Sales	495-5335
South Beach Riggers - Rigging, Custom Work	974-6063
North Beach Marine Canvas - Canvas, Interiors	543-1887
Adventure Cat - Sailing Excursions, Charters	777-1630
South Beach Yacht Club - New Members Welcome	495-2295
Pier 40 Roastery & Cafe - Open Daily 7:00 am	495-3815

The Embarcadero At Pier 40, San Francisco, CA 94107
Harbormaster: 415-495-4911 FAX 415-512-1351

Vm VANCE MARINE, INC.

THANKS! TO ALL OUR CUSTOMERS
FOR MAKING THE SONIC 30 A SUCCESS.

Race a Surfin' Sonic 30

Awesome Speed

- Easy to handle on the race course
- Lighter, faster, stronger than other boats its size

Turbo Technology

- Built with exclusive F.E.I.S.* construction in hull and deck
- Unsurpassed core skin bonding and durability

Cruise a Surfin' Sonic 30

Pocket Cruiser

- 3,500 pounds with all gear on board
- 1,750 pound keel
- Makes it easy to tow behind a small pickup or van
- Easy to launch from a boat ramp

Fun in the Sun

- Take it to Mexico with the kids!

* Finite Element Impregnation System

70 Thomas St., Port Townsend, WA 98368

(360) 385-7175

(800) 998-4757 (messages)

Fax (360) 385-4969

e-mail: seadreams@earthlink.net

Sonic 30 • Sonic 34 • Freya 39

"WOW!" What Protection & Proven Performance.



Line, Net & Weed Cutter

Cuts lines, nets and weeds
with each revolution before they
entangle your propeller.



PSS Shaft Seals

100% watertight.
No maintenance no drip.
Replace stuffing boxes with this
revolutionary problem solver.

All shaft sizes in stock. Next day delivery available.

SPURS[®] LINE, NET &
WEED CUTTER

201 S.W. 33rd Street • Ft. Lauderdale, FL 33315 • Phone: 954-463-2707

Call for a FREE Brochure

TOLL FREE: 1-800-824-5372



"Tedrick-Higbee says we're covered"

**BAYRISK INSURANCE
TEDRICK-HIGBEE**

*The name to remember
for insurance.*

800-647-2025

Book Talk

Hello again. It's been a while since we've last written but we've been busy publishing great new books for your enjoyment. Here is just a sampling.

Indian Chili Crab, Barbecued Thai Garlic Chicken, Caribbean Bouillabaisse...Are you hungry yet? Author John C. Payne has traveled the world collecting recipes to bring you *The Great Cruising Cookbook* (\$27.50, illustrated, hardcover). The 350-plus dishes included will be delicious whether prepared on land or aboard. Special attention is given to the unique problems cruising sailors face. World-wide provisioning, galley equipment, and rough weather foods are all included. John Payne points out that cruising cooking is above all an exercise in ingenuity, experimentation, adaptation and improvisation, and gives suggestions that will keep you healthy, well-fed and away from canned and bland foods.

One year after his death, the sailing world is still mourning the loss of Tristan Jones. Sheridan House is doing its best to keep his memory alive by releasing his book, *The Incredible Voyage* (\$17.95, illustrated), for the first time in paperback. This hefty, handsome book tells of Tristan's six-year adventure to become the first man to sail on both the lowest and highest bodies of water in the world: the Dead Sea in Israel and Lake Titicaca in the Andes. In between, he dodges snipers on the Red Sea, fights off starvation on the Amazon and capsizes off the Cape of Good Hope. A great sailing adventure as only Jones could tell it.

What would you do if the rigging failed while you were beating out of a confined anchorage? What if there was a fire on board? To keep your boat and crew out of trouble you have to know how to anticipate problems and deal with them before they become disasters. Experienced sailor and author John Mellor gives us solutions to a range of potential problems in his brand new book *Handling Troubles Afloat* (\$19.95, illustrated). After reading this book you will have the confidence and know-how to prevent a small setback from turning into a major emergency.

Well, it seems I've run out of space even before I've told you about our other great new titles. There's *The Innovative Yacht*, a book that offers improvements on every aspect of your boat. *Your Offshore Doctor* will be out soon and should be on every ship, and then there's *Instant Weather Forecasting*, *Race Winning Strategies* and so many more. Write, fax or call and we'll be pleased to send you our free catalog. Happy sailing!

Lothar Simon
Publisher

S S H E R I D A N
H O U S E , I N C

AMERICA'S FAVORITE SAILING BOOKS

145 PALISADE STREET DOBBS FERRY, NY 10522

914 693-2410

FAX 914 693-0776

BOAT LOANS

**DIMEN**

Marine Financial Services

where...

**Your Interest
(Rate)
Is Our Concern**

- ✓ **Nationwide programs**
- ✓ **Loans from \$25,000 to \$5,000,000**
- ✓ **Purchase or refinance**
- ✓ **New or used boats**

BILL KINSTLER

Alameda

510-769-8338

Newport Beach

714-675-9840 • 800-832-8022

San Diego

619-223-0727

1070 Marina Village Parkway #202,
Alameda, CA 92663

2727 Newport Blvd. #203,
Newport Beach, CA 92663

SAIL CALIFORNIA BROKERAGE



1983 CATALINA 36

New furler, canvas and mainsail.
New bottom (Jan. '96).
Current owner moving up. Priced to sell!
\$39,900.



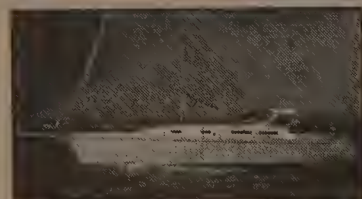
1982 BALTIC 42dp

If you were thinking of a Swan but would prefer state-of-the-art construction at a reasonable price... You need to see **BYDAND**. \$199,000.



1986 EXPRESS 37

BLITZ has a current sail inventory, new elec's, has had all systems and hardware replaced or rebuilt, ready to rock and roll... \$88,000.



1995 J/110

SORCERER has the crsg attributes of a J/35c w/ the sail-handling bonus that J/SPRIT owners enjoy, the only used J/110 on the mkt... \$159,000



1984 MORA CUSTOM 31

Bloom County is a custom 80y or ocean racer and FUN day soiler. A lot of bang for someone's bucks at only \$22,500.

BROKERAGE SAILBOATS

**44' J/44, 1989, Gotcha	199,000	31' MORA custom, 1984 Bloom County	22,500
* 42' Baltic dp, 1982, Bydand	199,000	**30' J/30, 1980, Rakish	24,900
**41' C&C, 1987, Deliberate	109,500	* 29' J/29, 1984, Thunderbolt Greaseslapper	22,000
**38' Wilderness, 1981, Falcon	75,000	* 29' J/29, 1984, Team Tahoe	22,000
* 37' Express 37, 1986, Blitz	88,000	* 27' Express, 1982, Loose Cannon	19,500
* 36' J/110, 1995, Sorcerer	159,000	26' J/80, 1993, #25	32,000
* 36' Catalina, 1983, Amante	39,900	* 25' Olson, 1985, #81	15,000
**35' J/35, 1990, Rocketeer	89,000	* 24' J/24, 1995, Nations Cup	25,000
**35' J/35, 1984, Rival	64,900	* 24' J/24, 1989 T.I.E.	26,500
* 35' J/35, 1984, Cosmic Muffin	50,000	* 24' J/24, 1986, Bohica	11,250
* 35' C&C MKIII, 1984, Fast n' Free	49,500	* 24' J/24, 1981, #1977	9,000
* 35' Hinckley, 1957, Allegro	55,000	* 24' J/24, 1980, Vixen	8,500
* 34' Schock 34 PC, 1987, Choices	39,500	* 24' J/24, 1979, Jaw Breaker	7,500
* 33' C&C MKII, 1988, Lady Luck	67,500		

J
Net

* In Alameda

** At Newport Beach



Jeff Trask • Scott Birnberg

Chris Corlett • Ed Milano • Art Ball

410-B 29th St.

Newport Beach

CA 92663

(714) 675-8053

FAX (714) 675-0584

SAIL California

A division of Don Trask & Assoc.

<http://www.sailcal.com>

1070 Marina Village Pkwy

#108, Alameda, CA 94501

(800) 559-5533

(510) 523-8500

FAX (510) 522-0641

CALENDAR

Racing

June 30-July 7 — Harrah's Tahoe Sail Week, including the 26-mile Southern Crossing (6/30), the Moore 24 Nationals, various beer can races, lots of barbecues and parties. Gambling is optional! Ralph Silverman, (916) 525-SAIL.

July 3-7 — 29th Annual TransTahoe Regatta (7/6) and the all-new Tahoe Triangle (7/5), along with beer can races, fireworks, picnics and more. Tahoe YC, (916) 581-4700.

July 4 — 45th annual Boreas Race, 90 downwind miles to Moss Landing. Co-sponsored by Oakland YC, (510) 522-6868, and Elkhorn YC, (408) 724-3875.

July 4 — Brothers and Sisters Race at Tiburon YC; Hans 'Bubba' Bigall, (707) 762-8439.

July 4-6 — 25th Kanohe vs. San Francisco Cal 20 Match Racing Series, hosted by San Francisco YC. Jerry Leth, 435-8594.

July 4-7 — Santana 22 Nationals; who's the top tiny Tuna? Santa Cruz YC, (408) 425-0690.

July 7-12 — Whidbey Island Race Week, the centerpiece of the Seattle summer sailing schedule. Bob 'JayBob' Ross, (206) 323-2405.

July 8-11 — West Marine Pacific Cup staggered starts off St. Francis YC. See preview on pages 132-136. Pat Lowther, 564-6791.

July 11-14 — Laser U.S. Championship at Richmond YC. Rock on! Kers Clausen, (510) 444-4144.

July 13-14 — Centennial Cup in Santana 35s for West Coast yacht clubs over 100 years old. Eleven clubs are eligible, about half will show up. Encinal YC, (510) 522-3272.

July 13-14 — San Francisco Classic, the oldest long distance windsurfing event in America. The course meanders all over the Bay for 21 miles. Buoy events on Sunday as part of the West Coast Windsurfing Championships. StFYC, 563-6363.

July 13-14 — PICYA Inter-Club Championships, aka the 'Summer All-Star Games'. Racing for the Lipton Cup (PHRF rating band between 48-84), Little Lipton (162-198) and Larry Knight (114-150). Wes Wallstrom, (209) 668-1453.

July 13-14 — High Sierra Regatta on beautiful Huntington Lake, weekend #1. Racing for multihulls, 505s, C-15s, SJ 21s, Lido 14s, Day Sailers, Lasers, Laser IIs, FJs, International Canoes and Juniors (8-ft prams). Fresno YC; Dave Mosher, (209) 673-2344.

July 13-14 — High Water Regatta at Lake Almanor, hosted by Butte Sailing Club. Ben & Leanne Sevdý, (916) 893-1286.

July 13-14 — Area G sail-offs to determine our representatives to the Mallory (men), Adams (women) and Phoenix (big boats) national competitions. San Francisco YC; David James, 445-4238.

July 13-14 — El Toro Region 7 Championship at Ballena Bay YC. Okie, (510) 521-3279.

July 14 — Jester Worlds. Mark Golsh, (408) 426-5662.

July 19 — Aldo Alessio Race, a biennial downhill sprint to Point Conception for ULDB 70s, California 50s, and certain invited 'fast boats' over 40 feet. StFYC, 563-6363.

July 19-20 — Nagy Team Racing Series, one of the oldest junior team racing events on the West Coast. Held at Tinsley Island in Lasers. St. Francis YC, 563-6363.

July 20 — Silver Eagle Race, an easy and fun 75-mile Bay tour. A special trophy is being offered this year for first-timers. Island YC; Richard or Shirley Ahlf, (510) 672-2514.

July 20 — One Design Series, fourth and final race for SC 27s, Moore 24s and Santana 22s. Santa Cruz YC, (408) 425-0690.

July 20 — 12th Annual Plastic Classic Regatta/Party, the annual gathering of seasoned fiberglass boats. Bay View BC, 495-9500.

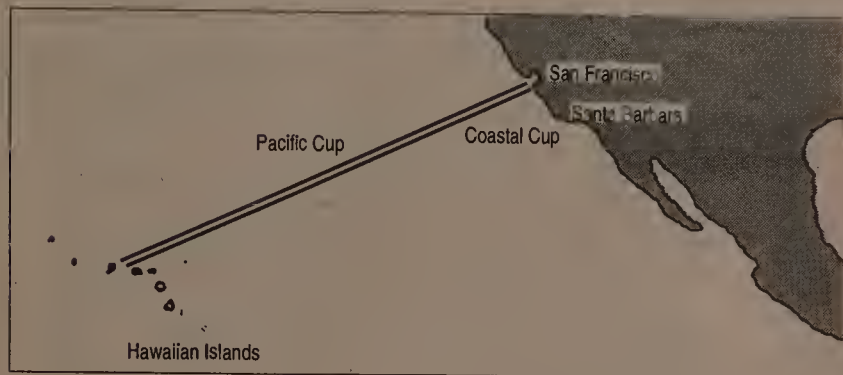
July 20 — South Bay YRA race #4, hosted by San Leandro YC. Mike Dixon, (510) 635-5878.

July 20-21 — Ericson 27 Regional Championship at Ballena Bay YC. Bill, (408) 736-5940.

July 20-21 — Knarr Match Racing. StFYC, 563-6363.

July 20-21 — High Sierra Regatta, weekend #2: Thistles, Santana 22s, Wabbits, Coronado 25s, Moore 24s, Victory 21s,

J/130s Head Offshore



This July the Bay Area is the starting line for three new J/130s ready to head offshore for some summer fun.

Break'n Wind was delivered to her new owners, John and Nancy Moore, last November in the Pacific Northwest and has been busy sailing ever since, including first place in their first race, the Straits of Georgia Race. John, who started sailing just seven years ago in Club Nautique's program, has since logged thousands of ocean miles and is well on his way to fulfilling the dream of world cruising on his own boat. John credits Club Nautique's programs for preparing him to take his own boat to Hawaii. He has done two previous Pacific Cups with Club Nautique and many other offshore passages.

John and Nancy and one other couple delivered the boat down from the Northwest, hitting 35 knot winds (with gusts even higher) while surfing regularly at up to 17 knots in 10-15 foot seas. That trip confirmed John's confidence in the boat and his offshore skills.

John & Nancy equipped **Break'n Wind** for cruising with a comfortable, fully equipped interior, complete with microwave and cabin heater but are very pleased with her blazing speed. The Pacific Cup is clearly just a stepping stone for this J/130 and her owners, who will be world cruising on this performance cruiser soon.

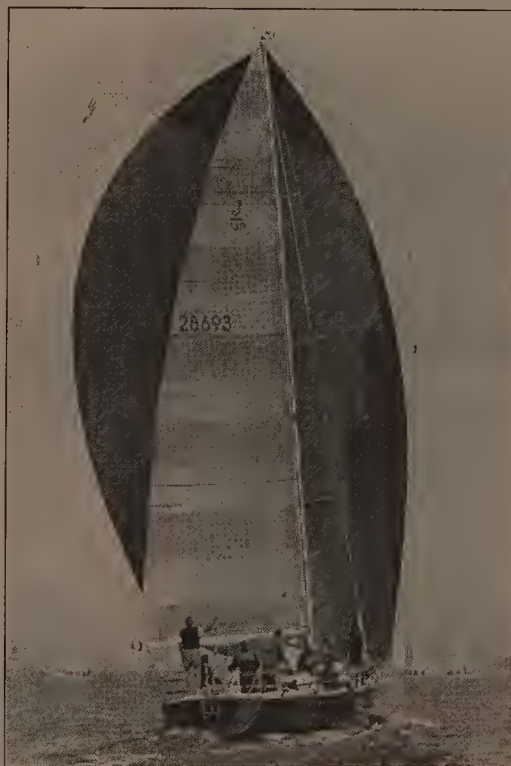


Break'n Wind is ready to go...



Gai-Jin lays in wait for the upcoming Pacific Cup

Delivered in December '95, owners Robert and Hollis Shaw are thrilled with their new J/130. Robert and crew are tuned up and looking forward to clicking off the downwind miles to Hawaii in comfort. Robert says they bought a J/130 because they wanted a boat that was fast but could also be enjoyed by the family for cruising or relaxing at Tinsley. **Gai-Jin's** spaciousness down below has been perfect, and they've been more than impressed by the speed. With just a day of preparation it can be converted from a high performance racer to a great cruiser. You'll see her in Hawaii, the Delta and perhaps a Mexico race in the fall.



Sceptre spreads the canvas at the spring J/Fest

Owners Bob and Joan Musor are looking forward to their first full season aboard their J/130. Delivered last summer, **Sceptre** has been very active ever since. The Musors, profiled in the July '95 issue, have planned a '96 schedule which includes lots of pleasure sailing, comfortable cruising and competitive racing. They spent the winter racing in the Golden Gate Mid-winters, have done some special events like J/Fest, are off on the Coastal Cup now, will be back for the Windjammer Race in August and will then get fired up for the Big Boat Series in September.

Whether cruising or racing offshore, or sailing 'round the buoys, the J/130 epitomizes the all-around performance and comfort that makes sailing enjoyable.

Jeff Trask • Scott Birnberg
410-B 29th St.
Newport Beach, CA 92663
(714) 675-8053
FAX (714) 675-0584

SAIL

A division of Don Trask & Assoc.

Web page: <http://www.sailcal.com>

Chris Corlett • Ed Milano • Art Ball
1070 Marina Village Pkwy, Ste 108
Alameda, CA 94501
(800) 559-5533 • (510) 523-8500
FAX (510) 522-0641

Turn Your Yachting Dreams into Reality

Now with our **DreamYacht** Program you can:

Lease for as little as \$250/mo.

or

Purchase and have someone else make the payments-Guaranteed!

- No Insurance Fees
- No Berthing Fees
- No Service Costs
- No Maintenance Costs

The Yachting Center has changed boating on San Francisco Bay forever ... There is no better way to sail or cruise the Bay and Delta than with our DreamYacht Program. Spend all your time enjoying your boat with family and friends without the responsibilities.

But what hundreds of others have already discovered: Fleet of new Mainship Motor Yachts & Hunter Sailboats select the Yacht of Your Dreams. Look no less than you ever imagined. Available in 8 minutes, ready for immediate delivery.



Yachts For Sale

In the Leasing Program*

Sail

29' Hunter '96	\$ 62,500
33' Hunter '96	\$ 84,000
37' Hunter '96	\$ 121,000
40' Hunter '96*	\$ 150,000**

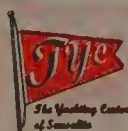
Power

31' Mainship* '96	\$123,000
34' Mainship '96	\$146,000
37' Mainship '96	\$177,900**
40' Mainship '96	\$179,000

*Available at our docks today

**Plus The Yachting Center's Lease Package

Open Daily
10am - 4pm
Marina Plaza Harbor
off Marinship Way
or Call for Directions



The Yachting Center
of Sausalito
800-72-YACHT

2656 Bridgeway, Suite 200 • Sausalito, CA 94965



©1996

CALENDAR

Juniors and PHRF. Fresno YC; Dave Mosher, (209) 673-2344.

July 20-21 — Golden Gate YC Inaugural Perpetual Cup Regatta, four races for sixteen of the 'hotter' one design classes. Cheap drinks, \$6 racer dinner on Saturday followed by live music and dancing. No 'Y' flag! Jeff Zarwell, (408) 275-1367.

July 20-21 — Laser PCCs. San Francisco YC, 435-9133.

July 20-Aug. 4 — Summer Olympics.

July 25-28 — Express 27 Nationals. StFYC, 563-6363.

July 26 — Santa Barbara to King Harbor Race, the SoCal version of the Windjammers. SBYC, (805) 965-8112.

July 27-28 — High Sierra Regatta, weekend #3: Mercurys, Snipes, Fireballs, Capri 22s, Catalina 22s and Holder 20s. Fresno YC; Dave Mosher, (209) 673-2344.

July 27-28 — Race from Santa Cruz to Monterey on Saturday (final Spring SCORE), and back Sunday (first Fall SCORE). Santa Cruz YC, (408) 425-0690.

July 27-28 — Melges 24 PCCs at Santa Cruz YC. Greg Dorland, (916) 583-6107.

Aug. 3-4 — Sportboat/Simpson Regatta for 11:Metres, Etchells, Express 27s, Melgi, J/24s and Wabbits. StFYC, 563-6363.

Aug. 3-4 — Second Half Opener, a fun weekend of sailing and partying hosted by Encinal YC. YRA, 771-9500.

Aug 3-10 — El Toro Nationals at Oak Harbor, WA. John Amen, (707) 762-5926.

Aug. 5-16 — Kenwood Cup Hawaii International Offshore Series: six windward/leewards, one 22-mile ocean triangle, the 150-mile Molokai Race, and the 390-mile 'Rock Race'. Over 40 boats — including Blue Chip, JackRabbit and Recidivist from the Bay Area — will compete. RHORC; Ken Morrison, (808) 946-9061.

Aug. 10 — Ocean-Bay-Ocean Race, the first race of the Fall OYRA Series. This new race is a twice-around windward/leeward course which doubles your opportunities of meeting the South Tower Demon. Treasure Island YC; call YRA, 771-9500, to enter.

Aug. 10-11 — Moore 24 PCCs at Santa Cruz YC. Syd 'Nobody's Girl' Moore, (408) 429-8304.

Aug. 16-18 — Catalina 34 Nationals, hosted by Corinthian YC. David Boring, 383-4510.

Aug. 17 — Gracie & George Race, a doublehanded South Bay race for women drivers and male deck apes. Encinal YC; Margaret Fago, (510) 522-1309.

Aug. 30 — Windjammers Race: leg #1 of the Iron Woman Labor Day Weekend Challenge. Do this race, the Jazz Cup and the last day of the NOOD Regatta — and we'll make you famous, even if you're a guy! Windjammer YC; Dan Marsh, (510) 684-2878.

Aug. 31 — Jazz Cup, hosted by South Beach YC and Benicia YC. No more Jazz Festival, but always a nice sail. SBYC, 495-2295.

Aug. 31-Sept. 1 — NOOD Regatta. StFYC, 563-6363.

Summer Beer Can Races

BALLENA BAY YC — Friday Nights: 7/12, 8/9, 9/13, 10/11. Beth Ten Brink, (510) 337-1369.

BAY VIEW BC — Monday Night Madness, Fall Series: 7/29, 8/12, 8/26, 9/2, 9/16, 9/23 (make-up). Dan Bjork, 863-5012.

BENICIA YC — Thursday Night Series: Every Thursday night through 9/26. Jerry Martin, (707) 745-3731.

BERKELEY YC — Friday Night Series: Every Friday night through 9/27. Bobbi Tosse, (510) 939-9885.

CORINTHIAN YC — Friday Night Series: Every Friday night through 9/13. Jim Snow, 457-6176.

COYOTE POINT YC — Wild Wednesdays: Every Wednesday night through 9/25. Kevin Knick, 347-4850.

ENCINAL YC — Friday Nights: 7/26, 8/9, 8/23, 9/13, 9/27. John Boyd, 925-7964 (days)

GOLDEN GATE YC — Friday Night Series: 8/2, 8/16. Jeff Zarwell, (408) 275-1367.

GOLDEN GATE YC — Wednesday Night Woodies: 8/7-8/28.

EMERY COVE

Y A C H T H A R B O R

OWN A SLIP

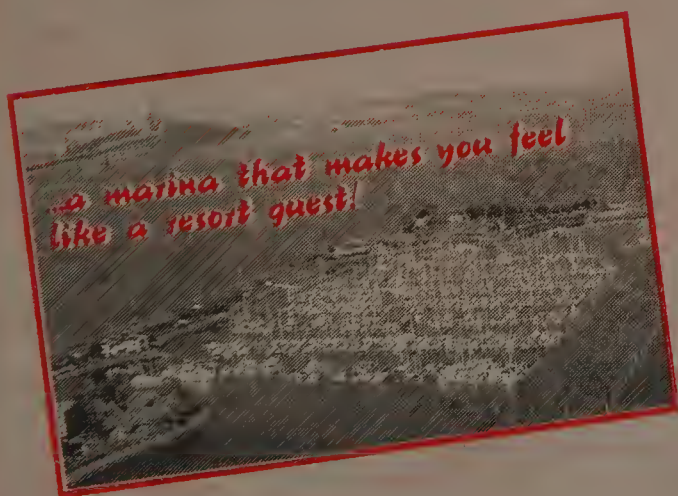
THE BEST INVESTMENT IN BOATING TODAY!

**Own your own slip,
save money and earn equity.**

**Save 1/3 of your rental cost
when you own your own boat slip.
Let us show you how!**

**Own a piece of San Francisco Bay
and enjoy big tax savings as a slip owner.**

- ⚓ The only marina on the Bay with FEE SIMPLE dockminium ownership.
- ⚓ Excellent berth financing. Slip Repurchase Guaranty available.
- ⚓ One of the Bay's cleanest and best managed marinas.
- ⚓ The perfect location - cruising starts just minutes from cast off.
- ⚓ Complimentary hot beverages, free library with marine videos and charts.
- ⚓ Ask about our special "Rent to Own" plan.



...or RENT A SLIP

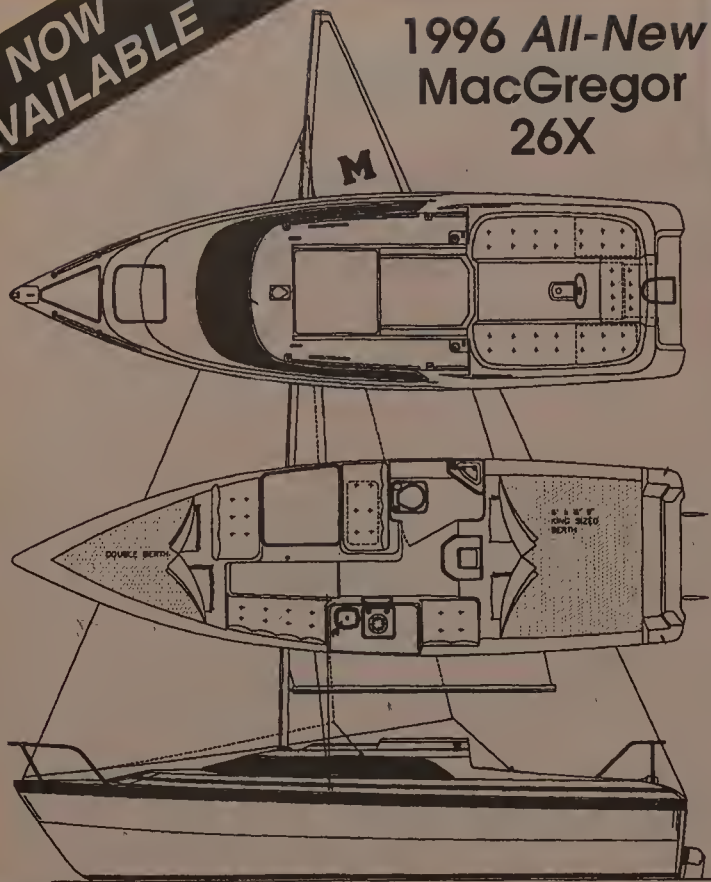
COMPETITIVE RENTAL RATES!

- ⚓ The perfect location - in the heart of the Bay.
- ⚓ Rental rates from \$5.25 to \$5.75/ft.
- ⚓ Modern shower and laundry facilities.
- ⚓ Guest berthing available.
- ⚓ Yacht Club and yacht brokerage on premises.
- ⚓ Call for new tenants specials.

(510) 428-0505 • 3300 POWELL STREET • EMERYVILLE • CALIFORNIA 94608

**NOW
AVAILABLE**

1996 All-New MacGregor 26X



TRAILERABLE

\$14,990

Complete Ready-to-Sail Package

Includes: trailer, sails and much, much more!

- Faster under sail than any competing trailerable
- Full standing headroom • Speeds to 25 mph under power
- Wheel steering • Full galley • Fully enclosed head
 - Raised dinette • Water ballast system
 - 48 quart COLEMAN® ice chest
 - 8' for legal trailering • Shallow draft
- Low trailering weight: Boat 2,100 lbs., Trailer 650 lbs.
 - Launch & rig in 10 minutes
- Centerboard retracts completely • 6'3" long, deep cockpit
 - Sleeps 6 in 3 double berths • Easy to tow
 - Foam flotation: Will stay afloat if damaged
 - Bow pulpit, stern pulpits, and lifelines
 - FREE! Call for full color 16-page brochure



Representing MacGregor Sailing Yachts
Since 1968

ARENA YACHT SALES

MARINA VILLAGE HARBOR

1070 Marina Village Pkwy., #103 • Alameda, CA 94501

Gene Arena • (510) 523-9292

CALENDAR

Folkboat fleet; Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary: 8/2, 8/16, 9/6, 9/20, 10/4. Joanne McFee, (510) 534-7317.

OAKLAND YC — Sweet Sixteen Series: Every Wednesday night, 8/7-9/25. April Storrs, (510) 638-3931.

OYSTER COVE MARINA — Tuesday Night Races: Every Tuesday until 9/24. Karen Gitter, 437-0233.

OYSTER POINT YC — Friday Nights: 7/26, 8/23, 9/27. Ray Wells, 589-1713.

PITTSBURG YC — Thursday Night Series through 8/28. Vern Huffer, (510) 432-0390.

RICHMOND YC — Wednesday Night Series: 7/3, 7/17, 8/7, 8/21, 9/4, 9/18. Doug McVae, 479-7411.

ST. FRANCIS YC — Friday Nights: 7/12, 7/26, 8/9, 8/23. Patrick Andreasen, 563-6363.

SANTA CRUZ — Wet Wednesdays: Every Wednesday evening through 10/23. Details, (408) 425-0690.

SAUSALITO CC — Friday Nights: 8/2, 8/16, 8/30, 9/13, 9/27. Dorothy Stoufer, 479-4678.

SAUSALITO YC — Tuesday Night Sunset Series: 7/30, 8/13, 8/27, 9/10, 9/24. Peter Gibson, 383-7809.

SEQUOIA YC — Friday Nights: Every Friday through 9/27. Randy Hough, 365-6383.

SIERRA POINT YC — Friday Nights: 7/12, 8/9, 9/13. Ken Blawat, 871-4167.

SOUTH BEACH YC — Friday Nights: 7/19, 7/26, 8/2, 8/16, 8/23. SBYC, 495-2295.

STOCKTON SC — Wednesday Nights: 7/3, 7/10, 7/17, 7/24, 7/31, 8/7, 8/14, 8/21, 8/28. Harbormaster, (209) 951-5600.

TIBURON YC — Friday Nights: 7/12-9/13. Hans Bigall, (707) 765-2949.

VALLEJO YC — Wednesday Night Series: Every Wednesday through September. VYC, (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

July Weekend Currents

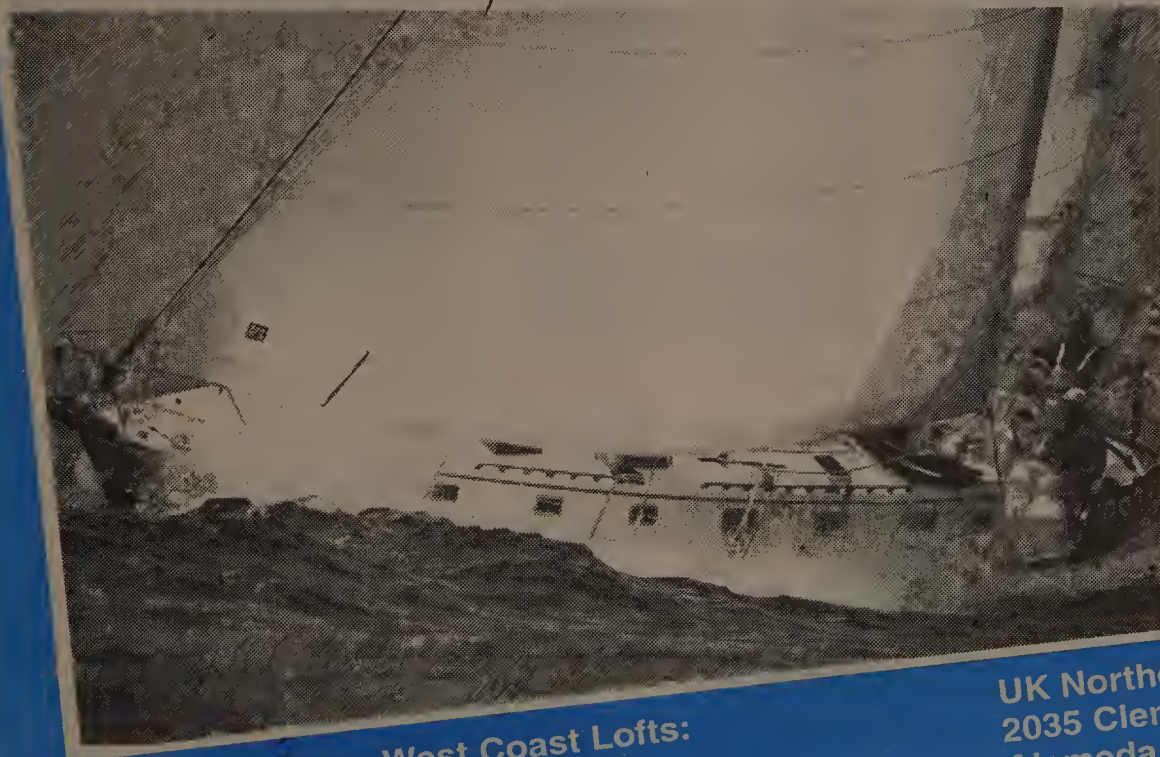
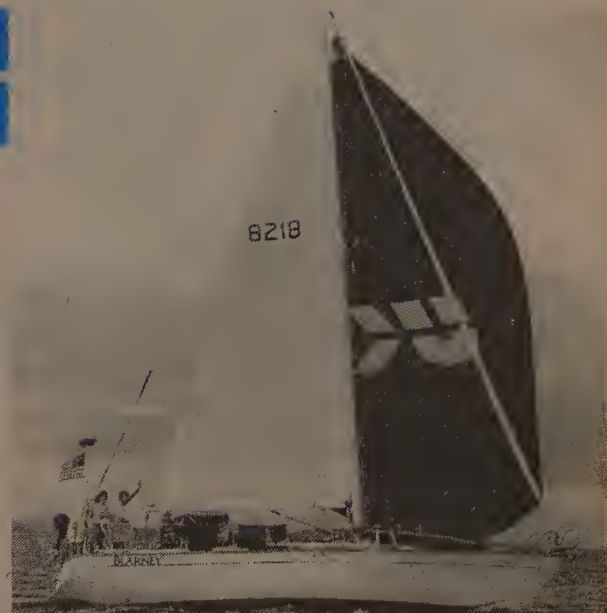
date/day	slack	max	slack	max
7/04Thu		0107/3.3F	0400	0711/5.3E
	1057	1359/4.3F	1721	1950/3.4E
	2319			
7/05Fri		0204/3.1F	0458	0802/4.6E
	1147	1449/4.0F	1809	2043/3.4E
7/06Sat	0026	0306/2.7F	0603	0856/3.8E
	1239	1542/3.5F	1859	2140/3.4E
7/07Sun	0137	0417/2.5F	0715	0954/3.0E
	1336	1639/3.1F	1951	2241/3.5E
7/13Sat	0002	0325/4.4E	0721	1033/3.6F
	1334	1607/2.1E	1910	2201/2.7F
7/14Sun	0045	0401/4.5E	0800	1109/3.7F
	1413	1636/2.2E	1950	2237/2.7F
7/20Sat		0148/2.3F	0435	0746/3.7E
	1115	1421/3.0F	1741	2020/3.0E
	2351			
7/21Sun		0235/2.1F	0524	0831/3.3E
	1149	1502/2.8F	1819	2108/3.1E
7/27Sat		0151/4.7E	0557	0858/3.5F
	1216	1426/2.3E	1739	2035/2.9F
	2328			
7/28Sun		0246/5.2E	0646	0949/4.1F
	1307	1522/2.7E	1835	2129/3.3F



UK SAILMAKERS: WE KEEP CRUISING SIMPLE & FUN

UK SAILMAKERS
50th
1946-1996

For leading edge sailmaking technology, attentive neighborly service, and sails that fly as well as they last, talk to the cruising sail specialists at UK. We've logged a lot of ocean miles in the last 50 years.



Top: Dave Liggett's new CM1200 with a full suit of UK Tape Drive Sails ready for the Pacific Cup.

Above: Chris & Sheila Maher's Morgan 38 *Blarney*³ sails south with a UK Flasher.

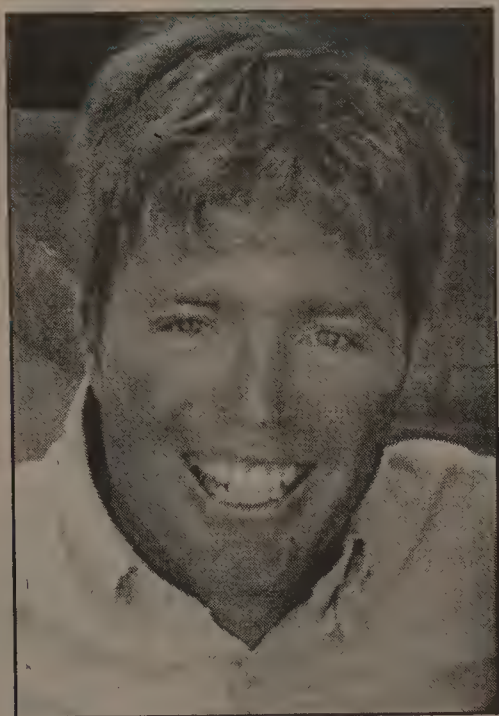
Left: A crealock 44 with a crosscut Dacron Passagemaker genoa.

Other West Coast Lofts:
Newport Beach, Calif.
San Diego, Calif.
Victoria, B.C.

<http://www.paw.com/sail/uksailmakers/>

UK Northern California
2035 Clement Ave.
Alameda, CA 94501
Chris Maher, Bill Colombo
Jeff Thorpe, Will Benedict
(800) 814-0814
(510) 523-9411

Congratulations Morgan



Morgan Larson, runner-up Brut Cup 1996

In last month's Brut Cup of San Francisco, Morgan Larson was runner-up to America's Cup winner Russell Coutts.

Along the way, he defeated Paul Cayard, John Cutler, Jeff Madrigali, Ed Baird, Peter Gilmour and other world class racers.

Morgan is one of the team at Halsey Sailmakers California.

If you are ready for a better sailmaking alternative, give us a call. We can build you the right sail, the first time.



1125 N. Amphlett Blvd.
San Mateo, CA 94401
(415) 347-2540
Fax (415) 347-0856

Call us for a brochure.
(415) 347-2540

LETTERS

IT WAS INCREDIBLE

On April 20, a couple of friends and I flew out to La Paz to participate in the La Paz Regatta. Evidently our host completely misread the intent and scope of the regatta, as it turned out to be a real Mickey Mouse operation.

Entries, for example, were allowed to run their engines until they were across the starting line! And the committee boat wasn't even equipped with flags, shapes, or sound signals. What's more, none of the races were even completed.

It was incredible, and — except for the experience of sailing in the Sea of Cortez — a complete waste of time.

Donald Shaw
Daytona Beach, Florida

Donald — If your host "misread the intent and scope of the regatta," blame him, not the event. Sea of Cortez Sailing Week has always been a Mickey Mouse affair — and proud of it.

It's a shame you were unable to shift gears and go with the flow, because just about everybody we talked to really enjoyed themselves this year. Most people find that if they're a little bit flexible, they have a happier life.

THE CRUST OF A BOOK

Wanted: Recipes that all you great on-the-water chefs have hidden away. On and off for the last seven years, my wife and I have lived aboard both our sailboat and on our houseboat — no comments on the latter, please. But after 30 years of marriage, I now live alone. Well, technically I live aboard with a plethora of cats and a dog. In that lies the crust of the book — yes, a book!

This is why I'm asking the fabulous readers of *Latitude* to send me their favorite recipes. I promise to try them all and include as many as possible in the cookbook I've started. Just so we understand each another, I'm one of the world's worst cooks and I'm not a food critic. But I can follow directions.

Please include your boat name and any anecdotes about your animals on board. I'll keep everyone informed.

P.S. What is the nautical equivalent of "road kill"? Just asking!

Bill Grummel
Midnattsolen
Bethel Island

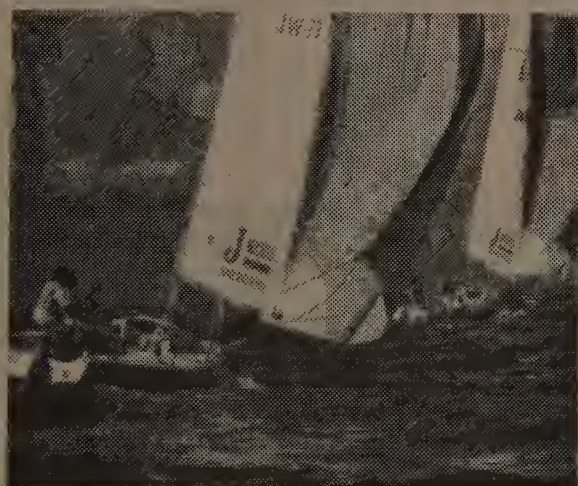
Bill — Yours is such a noble endeavor that the *Wanderer* can't help but contribute his favorite recipe: 1) Catch dorado. 2) Kill dorado as bloodlessly as possible by pouring a quart of cheap vodka into its gills. 3) Stand around until one of the other crew becomes impatient and decides that he/she will clean the fish himself/herself. 4) Cut part of fish into chunks. 5) Dip chunks in soy sauce drenched in wasabe. 6) Toss chunks in mouth and savor. 7) When full, rub the remainder of fish with garlic and light oil — no, not motor oil! 8) Toss on BBQ. 9) Between sips of Mt. Gay and orange juice, eat each morsel of dorado right off grill as it becomes cooked to perfection. Mmmmmmm, good!

Flying fish — such as you always find on deck in the morning — is the nautical equivalent of 'road kill'. We're certain there are many delicious breakfast recipes for these 'gifts from the sea'. Off the coast of Baja you can also find nautical 'road kill' in the form of little squid. Your cats would surely love them.

TIRED OF LIVING WITH MY PARENTS

I was first exposed to your publication at West Marine in Stockton. I grabbed a copy from the counter and hid it under my shirt — as I was sure it had to be as expensive as everything else in the store! Free or not, *Latitude* reignited a burning dream of mine, namely to sail off into the sunset. As it turned out, I found my first sailboat on the bulletin board at that same store in Stockton.

Yes, I purchased a Coronado 25 that must have been built a day



The Performance Sailing School

Whether you are an absolute beginner, an experienced racer, or an aspiring world cruiser, J World offers the best sailing instruction & coaching available. Call today and let us help you meet your sailing goals this season!

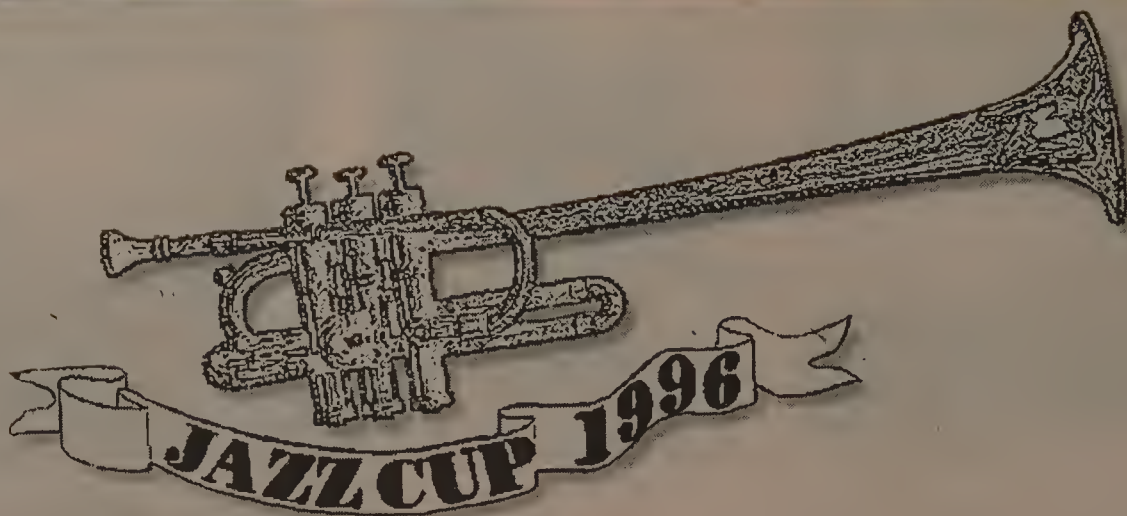


(800) 666-1050

2051 Shelter Island Drive, San Diego, California 92106

Annapolis — (800) 966-2038 • Newport & Key West — (800) 343-2255





Announcing.....

THE 1996 JAZZ CUP REGATTA

Saturday, August 31, 1996

The Bay Area's premier downwind slide — from Treasure Island to Benicia. Twenty-four miles of pure enjoyment. Both PHRF and multihull divisions. Plan to stay over in Benicia for more jazz on Sunday morning and Sunday afternoon.

Jointly sponsored by the Benicia and South Beach Yacht Clubs.

For race applications and information: (415) 495-2295

A performance yacht
by Carrol Marine Ltd.



Operating on the "better mouse-trap theory", this is the best built sailing 30' boat ever made. 50 of them have been sold before the first ad.

**Look
Mumm
Fly!**



LAGER YACHT BROKERAGE CORP.

West Coast Agents for Carrol Marine

400 Harbor Dr., Suite B, Sausalito, CA 94965

415-332-9500 FAX 415-332-9503

In Seattle at Elliot Bay Marina

206-283-6440 FAX 206-283-4707



McGINNIS INSURANCE

Serving the West Coast since 1972

Providing the
Best Customer Service
and Most Flexible
Yacht Insurance
ANYWHERE

If You Don't Know Yacht Insurance,
Make Sure You Have an Agent That Does.

(510) 284-4433 • (800) 486-4008

Fax (510) 284-1266

NEW email: 104450.2500@compuserve.com

McGinnis Insurance Services, Inc.

936 Dewing Ave., Ste. F • Lafayette, CA 94549



**BUC
NET.**
WORLDWIDE

**Mariner Square
Alameda, CA 94501**

NOR CAL
YACHTS

**1-800-878-BOAT
(510) 523-8773
FAX: (510) 865-4382**

Remodeling Sale — Mariner Square is getting a face lift and a new 300 berth dry storage facility and we have to move our inventory out of the way in 30 days so construction can start. Call or come in for big savings on these in-stock boats. It's your chance to save thousands!

FREE OUTBOARD MOTOR!*

New Hunter 23.5 now on display. Water ballast & swing keel, galvanized trailer, outboard. Immediate delivery!

\$5,000 REBATE!*

New Hunter 280 — The room and performance of the 29.5 on a budget. Can be trailered!

**CHARTER PLACEMENT
OPENINGS AVAILABLE!**

\$10,000 REBATE!*

Hunter 29.5 — our best selling model. Roomy, fast & rugged.

Hunter 40.5 — mega room w/ 2 staterooms w/ en suite heads.

Hunter 376 — 1 available for summer delivery. Order today!

Hunter 336 — Two staterooms and the room of a 36 footer.

Selected Used Sail Listings

SELLER MOTIVATED!

'92 Hunter 30

REDUCED!

'93 Crealock 44

'86 Crealock 37

'88 Ericson 34

'87 Hunter 28.5.....\$23,000
'92 Hunter 30.....\$39,900
'84 Hunter 31.....\$29,500
'89 Hunter 33.5.....\$55,000

'88 Ericson 34.....\$59,950
'86 Crealock 37.....\$135,000
'77 Allied Mistress 39' Ketch.....\$49,995
'93 Pacific Seacraft Crealock 44.....\$379,950

Hunter • Pacific Seacraft • Jeanneau • Lagoon Catamarans • Ericson

* with dealer supplied financing

RENDEZVOUS CHARTERS

(415)
543-7333

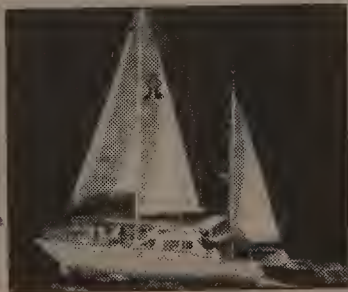


Brigantine Rendezvous

- 1935 Sailing Schooner
- USCG cert. for 49 pax
- Sunset Cruises \$22.50
- Brunch Cruises \$39.00

Sea Raven

- Luxury Sailing Catamaran
- USCG cert. for 49 pax
- Dine while Sailing on the Bay



20 Sailing & Motoryachts... 2 - 1000 Pax

Corporate Meetings & Incentives
Private Parties • Weddings • Celebrations

Inside Pier 40, South Beach Harbor, San Francisco

Check out our website <http://www.baysail.com/rendezvous>

CORPORATE RACING

"The Best Team Building Experience Available"



Spinnaker Sailing in San Francisco has run literally thousands of non-sailors and sailors alike through our Team Building Regatta.

Safe • Affordable • Educational & FUN !

Call for Our FREE Brochure

415-543-7333

Spinnaker Sailing, Pier 40, South Beach Harbor, SF, CA 94107

LETTERS

or two before God made dry land. I bought the boat for two reasons: 1) She was extremely inexpensive, and 2) I was tired of living with my parents on their stinkpot. Now Southbound is my home, sweet home.

I'd like to speak with people who have owned or cruised aboard a Coronado 25 as I plan on sailing mine to Mexico and maybe across the Pacific. I already know I'm crazy, so don't tell me all the reasons she won't make it. However, if anyone knows anything about this sailboat or just wants to hear a young guy get excited about world cruising, drop me a note!

W. Douglas Thorpe
Southbound

P.O. Box 74743, Fairbanks, Alaska 99707

W. Douglas — Back in the days of the MORA Long Distance Races to San Diego and Ensenada, lots of people used to take Coronado 25s — which we think are fine little boats — down the sometimes nasty coast of California. As far as we're concerned, you're not at all crazy to plan to sail yours across the Pacific.

⇓⇓ WHY THE EARTH IS FLAT

That was an excellent article on GPS in the May issue. The article mentioned that the earth is slightly flat at the poles — i.e. an ablate spheroid, much like last night's blind date. But that's another story.

The article, however, failed to mention *why* the earth is slightly flat at the poles. Well, the reason is obvious to anyone who merely looks at a desk globe: note the two thumb screws, one at each pole, holding the globe in place. Yep, that must be the reason.

David Rice
Dana Point

David — The world isn't round, it's shaped like a pear. That was the conclusion of no less an authority than Chris Columbus after his fourth Voyage of Discovery. According to Columbus, the nipple-like protuberance at the source of South America's Orinoco River was the "terrestrial paradise" or heaven on earth. We're not making any of this up, we swear.

⇓⇓ 39-YEAR CIRCUMNAVIGATION

As you know, Viveka and I started our trip around the world in '89 when we raced to Hiroshima, Japan, and took third. Then we went on to Nahodka, Russia, in order to race to Muroran, Japan. We finished first in that race, breaking the course record as we covered 700 miles in just 66 hours.

We then continued around the world with many, many adventures. Although we've been gone from Hawaii for seven years now and are still only in Marina del Rey, we've actually completed a circumnavigation. How's that? I bought Viveka in Long Beach in '57, so it's actually been a 39-year circumnavigation — with a 32-year stop in Hawaii as well as visits to Mexico and Tahiti.

We'll be here at Windward Yacht Center in del Rey until the end of June or July, at which time we'll either sail to San Francisco or Hawaii. If anyone is interested in sailing on Viveka with me, they can contact me at Windward YC, 13645 West Fiji Way, (310) 823-4581, Fax (310) 306-0067, or my daughter, Sheri, in Hawaii at 47-500 Kam. Hwy, Kaneohe, 96744. Her phone and fax is (808) 239-7267.

Merl 'President of the Pacific Ocean' Petersen
Schooner Viveka
Marina del Rey

Merl — Congratulations on your achievement — especially as we know there were a lot of folks in Hawaii who chortled when you announced your plans.

⇓⇓ THE HIGHLIGHT OF MY LIFE

Last month we crossed our outbound track at the mouth of Acapulco Bay, completing our circumnavigation six years and seven

ALL NEW HUNTER YACHTS ON SALE

SELECTED BROKERAGE

TRAILERABLES WITH TRAILERS

8' Glen L	17' Molly Catboat	22' South Coast
13' Capri	17' Venture	23' Venture
13' Guppy	18' Space Sailor	23' IONA
13' Chrysler Pirateer	18' Windrose	23' Hunter
13' Cyclone	19' Com-Pac	24' Cal
14' Windmill	20' Santana	25' O'Day
14' International	20' Ranger	25' Catalina
14' Satellite	21' Aurora	25' MacGregor
15' Snipe	21' Aquarius	26' Clipper
15' Coronado	21' San Juan	26' Balboa
16' Kestrel	22' Catalina	26' Midship
17' Vagabond	22' Chrysler	27' Balboa
17' Montgomery		28' Lancer

TRAILERABLES WITHOUT TRAILERS

8' Glen L
11' Ace Row Boat
12' Hobie MonoCat

MULTIHULLS

14' Hobie
16' Hobie

POWER BOATS

14' Lonestar

★ BAY & BLUEWATER BOATS ★

22'	SANTANA	\$3,995
27'	ERICSON	\$12,000
27'	CAL 227	\$11,750
27'	ISLANDER	\$7,500
27'	BALBOA	\$14,950
27'	CATALINA	\$7,500
32'	SEAWIND	\$38,750
33'	HUNTER	\$29,900
36'	HUNTER	\$29,750
41'	COOPER 416'	\$109,500

★ Trailers New & Used ★

HUNTER 26



JUST ARRIVED

NEW 1996 HUNTER 23.5

- Water Ballast ~
Provides stability w/lightweight for trailering
- Mast Raising System ~
One person can raise and lower mast with ease
- Full Batten Main
Improved performance
- No Backstay
Simplifies rigging, allows larger mainsail
- Huge roomy interior
- Queen-size berth aft
- 5-year hull warranty
- Includes: Hunter's famous Cruise Pac

COMING SOON

COMPAC YACHTS

QUALITY BOATS AT AFFORDABLE PRICES

Available in sizes 16', 19', 23', 25', 27', 35'

27' BALBOA



1976 Lyle Hess design with Yanmar dsl., I/B, full batten main, 2 jibs, genoa. Shoal draft ballast keel w/C.B., 8' beam, tandem axle trailer. Asking \$14,950.

27' ISLANDER



1970. Exc. cond., w/I/B gas engine, mainsail, 2 jibs, cruising spinnaker, VHF, depthsounder, knotmeter, wind speed, new paint, clean. Asking \$7,500.

27' CATALINA



1974. Main & jib, 10 hp like new Nissan OB, very well maintained, sailed mostly fresh water. Asking \$7,500

25' CAL II



1979. Main, jib, genoa, spinnaker, 7.5 hp Honda, one owner. Strictly fresh water, excellent cruiser. Asking \$9,500

LARGEST DISPLAY OF TRAILERABLE SAILBOATS IN CALIFORNIA

CALL US FOR
SAILING
LESSONS

Stockdale Marine

AND NAVIGATION CENTER

Closed
Sundays and Tuesdays

• Chandlery • Specializing in Trailerable Sailboats • Over 50 Boats on Display •

HUNTER

4730 MYRTLE AVE., SACRAMENTO, CA 95841 ~ (916) 332-0775 • Fax (916) 332-2500

Mr. Herb Hendrickson
Sutter Sails
P.O. Box 927
Sausalito, CA 94966

Dear Herb,

I saw Sutter Sails' ads about the "Bay Blaster", and was happy to reflect that Ed Conner and I got one last year for our Bermuda 30 sloop *Gamecock*.

That sail is absolutely perfect for the conditions we have all summer long on the Bay. Furthermore, it's built like a brick shithouse, and holds its sweet shape just beautifully.

Two weeks ago my son Andrew and I doublehanded the boat up to Drake's Bay for the weekend. We went out the Gate at about 6:00 a.m. on an ebb and with 20-25 knots of westerly breeze, there was a tough little chop.

We threw a single reef in the main and with the Blaster on the headstay, we just rolled along like a big wheel! The sail is a terrific shipmate, and I'd recommend it to anyone who sails on San Francisco Bay.

With every best wish,

Charlie Brigham

Charlie Brigham

THE BAY BLASTER!

Order yours today ~ Available only from...

SUTTER SAILS
(415) 332-2510

Harbor Drive
(Above West Marine)
P.O. Box 927,
Sausalito, CA 94966



- Performance Cruising Sails
- Racing Sails
- Traditional Sails
- Repairs
- Pro-Furl Furling & Reefing Systems
- Roller Furling Conversions

LETTERS

months after leaving San Francisco. Last weekend in San Diego we moved off our boat and are currently camping in a huge empty warehouse that we own in San Francisco. As you might expect, our life is in chaos and we guess it will be for awhile. Our plans are a little uncertain at this point, but we're hoping to eventually settle in Colorado.

I'm sure that when I'm on my deathbed, I will remember our circumnavigation as the highlight of my life. We had a wonderful, wonderful time. At the same time, we're glad to be home. We looked on our trip as a great adventure and never really considered living on the boat forever. In fact, we were only gone two years before we stopped at Brisbane, Australia, where we rented a small studio — for lack of a better description, we are 'artists' — and worked for seven months while we lived on the boat. We did the same again last year in Palma, Mallorca.

For the time being, it's good to be home and I appreciate the opportunity to become more serious about our work.

P.S. Good friends of ours from the yacht *Cedilla* completed their circumnavigation about three years ago. They live in Kentfield.

P.P.S. I'm sure that you already know *Latitude* is a valuable commodity among the cruising community throughout the world. We were always pleased when someone passed an issue along to us, and when home we always collected a couple of extra copies to pass along when we got back to our boat.

Ty and Helen Gillespie
Formerly of *Azura*

Ty & Helen — When *Big O* was anchored at Puerto Soller on the north coast of Mallorca last June, we took that crazy old train to Palma and did a little 'sightseeing'. After visiting the cathedral, we walked across the street and saw your boat in the marina and took a couple of pictures. Unfortunately, you weren't around at the time and we had to keep moving.

Readers — If you or anyone you know has completed a circumnavigation, please contact us. We've gotten a terrific response from circumnavigators so far, but we know there are a lot more of you out there.

↓↑A BIT OF MERDE ABOUT OUR BOAT

We met Doug and Anne Murray aboard *Murmur* the other day in Martinique, and they got all excited when we mentioned our boat's name. Doug went below for a minute and returned with the January, February and March issues of *Latitude* — our favorite sailing magazine in the whole wide world — in which some comments had been made — and a bit of *merde* slung — about our boat, *Loose Moose 2*.

To be honest, I'm trying to wean myself from talking about the boat and avoid the acronym 'B.O.F.' (Boring Old Fart), but one does like to get the facts straight. So, to clear up a couple of misconceptions about *LM2*:

1) *Loose Moose 2* is a sharpie designed for us by Phil Bolger. She is 38-ft long, has a beam of 7'8", and a draft of 14 inches (6 feet with the board down.) She is ballasted, self-righting and has a range of stability better than most production boats. (See *WoodenBoat* #114, Sept.-Oct. '93 for an article on sharpie design and seaworthiness.)

The sharpie designs have been around for a couple of hundred years and, like the dory, are generally considered to be seaworthy boats. The slight changes incorporated into Phil's Advanced Sharpie Designs — vertical hullsides, for example — have been made to improve sail performance and safety. They have the added bonus of improved interior accommodation and shorter building time. Phil Bolger has more experience in designing shoal draft cruising boats in his 40+ years as a naval architect than anyone else I can think of.

2) The boat performs well and is able in heavy weather — as was proved to us by a Force 10 gale in the Gulf of Lyon — a bit of weather that I'd rather forget about.

Why do sailors recommend **OCSC** to their friends? SAN FRANCISCO BAY



Choosing the right sailing school is more than just finding a place to take a class. Sailing opens up a whole new world for you, your friends and family. You want to find a facility that gives you the life style as well as the sport. OCSC knows this better than anyone! We pioneered the "club concept" 17 years ago. Our focus is to provide you with instant access to every phase of the sport without requiring boat ownership. At OCSC you learn from professionals. You choose from an excellent fleet of charter yachts. You are certified to bareboat charter anywhere in the world. And you connect with a great group of like minded enthusiasts, at social activities and special events. At OCSC you have it all.

Why Berkeley?

Since sailing is a natural, sensual and intuitive activity, the pleasure you derive from it is inseparable from the environment in which you sail. OCSC's central San Francisco Bay location places you in sailing conditions that are the envy of sailors nationwide.

For learning, the steady, consistent winds on Berkeley's Olympic Circle create an ideal training environment. At OCSC, your sailing backdrop is the beautiful San Francisco skyline, the

bay's most prominent islands and the alluring Golden Gate.

When chartering from Berkeley, you are immediately in great sailing conditions with all your favorite destinations already in sight. In fact, *Sailor* magazine said, "OCSC's location gives its sailors instant access to some of the finest sailing on the planet."

The Best Training Program

At OCSC we combine our extraordinary location, the smallest class sizes in the industry and state of the art equipment with a curriculum that is thorough and efficient. Our modular training program consists of a progressive ladder of individual classes, each dovetailed to the next with clearly defined expectations and certifications. You may slip into the program at a level appropriate for your current skills.

Included in each course is everything necessary for your success: textbooks and collateral materials, spray gear, and float vests, the right boat for each level, even your lunches with full day classes are provided. Bring your sunglasses and a sense of adventure, we supply the rest.

Great Instructors

OCSC instructors are US Coast Guard licensed and USSailing certified professionals. Each has been thoroughly screened for outstanding sea-

manship and communications skills (less than one in twenty applicants make the grade). Then we thoroughly train them in the successful teaching methods OCSC has developed.

The twenty-five men and women who make up the OCSC instructional staff are simply the best qualified and best prepared teachers in the industry. They average at least 5 years with us. You will find them all to be patient, caring guides who will share your enthusiasm and excitement about sailing and each new skill you master.

The Full Service Club

OCSC offers a wide range of activities to make your sailing easy, fun and economical. Regularly scheduled events include afternoon picnic sails, moonlight sails, weekend cruises, seminars, video nights, exciting vacation cruises around the world and more.

These activities take full advantage of our world-class waterfront facility, which includes a two story club-house with a commanding three bridge bay view, fully equipped classroom, and sunny outdoor deck, all set in a landscaped park, and all just a few steps from the forty yachts waiting at our docks.

Please visit us anytime at your convenience. We'll take the time to show you our facility and discuss your goals. You will discover that sailing is more than a sport - it's an exciting new life style!

OCSC Keelboat
SAN FRANCISCO BAY SAILING Certification
System

FREE BROCHURE (8am-5pm
7 days)

1-800-223-2984

1 Spinnaker Way, Berkeley Marina, Berkeley, CA 94710

BRUNO'S ISLAND

**A Peaceful
Oasis
In The Heart
Of The Delta**

Now Accepting Summer Reservations

- Well Protected Deep Draft Mooring
- Security Gate
- Friendly Staff
- Walton's Boatyard On-Site
- Complete Rigging Facility

**BRUNO'S
Island**

1200 W. Brannan Island Rd.

Isleton, CA 95641

(916) 777-6084

(at Light 41 on the San Joaquin River)

LETTERS

3) While we built the boat in France and spent a year cruising the canals, LM2 is not a canal boat. Our design brief to Phil was for a sailboat that was safe and able enough to cross oceans with comfortable liveaboard accommodation for a couple. That's exactly what he gave us. In hindsight, I suppose we should also have asked him to make her look more like a boat. Maybe we'll get that one right on Loose Moose 3.

While you might not like the looks of our boat, you'll probably get used to them as there are other Advanced Sharpies now sailing in Australia, on the Chesapeake, and in Florida. More are being built worldwide.

While only in our early 40s, we are old enough to remember when 'those in the know' considered fiberglass hulls, fin keels, spade rudders and multihulls unsuitable — if not deathtraps — for ocean passage-making. Heck, last I heard, Lin and Larry Pardy were still saying that! So it goes . . .

Bob and Sheila Wise

Loose Moose 2

Hamble, Southampton, England

Bob & Sheila — We do our best to be open-minded when it comes to boats, but we'd be lying if we said it wasn't a strain when it comes to LM2. Please, please make LM3 look just a little bit more like a boat.

LOOKING FOR THE ORIGINALS

For those keeping track, I'm the owner of yet another 'Quarter Pounder', *Tequila Sunrise*, that's being restored in Northern California. And I could use the help of *Latitude* readers.

I need a copy of an old PHRF certificate or at least the displacement and ballast weights. And if anyone out there has the owner's manual, I couldn't begin to express my enthusiasm. As the aforementioned may be a prized memento of a glorious past, I'm willing to settle for and pay any reproduction and mailing costs. To receive the originals would be the icing on the cake.

As racing is dependent upon a PHRF certificate, I'm stuck without the owner's manual or an old certificate. In addition, any other information or history of this vessel would be greatly appreciated.

Richard A. Larsen

2179 Trinidad Place, Fairfield, CA 94533-1727

(707) 427-1840

Richard — As we've told countless readers before, there really isn't such a thing as an owner's manual — particularly for semi-custom boats such as Sunrise. Usually you get a manual for the engine and what other major systems may be on the boat, but that's it. But heck, you hardly need a manual for the hull, mast, keel and rudder.

Further, you don't need any of that stuff to be able to get the PHRF certificate needed to race. While the local PHRF committee appreciates as much information as possible, they are quite familiar with Mull 27s such as Sunrise and wouldn't have any trouble in coming up with a fair rating. So all you have to do is finish the restoration and get on with having fun!

THE DIFFICULT PART

Many thanks for spreading the word about the Arques School of Traditional Boatbuilding in Sausalito. Getting people to know what we're up to has been the most difficult part for us.

I'd like to encourage anyone interested in our program to visit our Web page at: <http://www.arqueschl.org>. We've listed details of all current and future classes along with background information on the school and instructors.

Our address is Box 2010, Sausalito, CA 94966. Our phone/fax is (415) 331-7134.

Simon Watts & Robert Darr
Program Directors
The Arques School

OWN THE BEST



DODGERS



CUSHIONS



BIMINIS



REPAIRS



SAIL COVERS



AWNINGS



MAST COLLARS



BOOM TENTS



CURTAINS



FITTED SHEETS



**STARBUCK
CANVAS
WORKS**

(415) 332-2509

300 Industrial
Center Building
Harbor Dr., Sausalito,
CA 94965



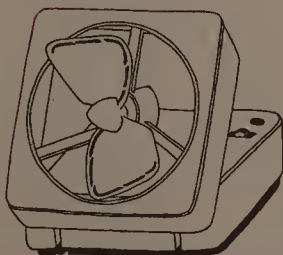
SVENDSEN'S

BOATWORKS & CHANDLERY

Mini Max #737

- Powered by 4 D batteries (not included)
- Variable speed control
- Adjustable fan head for easy storage

\$18.95
List: \$26.49

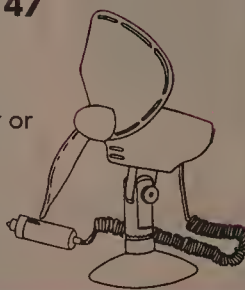


Caframo FANS

The Ultimate #747

- 12 volt DC
- Low current draw
- Suction cup mount or permanent screw-down base

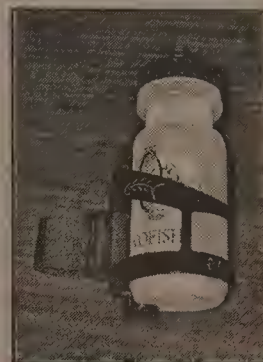
\$35.99
List: \$44.99



LOCKBLOCKS® BRAND QUICK CAGE

- Block, strap and adaptor fit standard water bottle
- Attaches to any size tubing
- UV-resistant Velcro

\$10.15
List: \$11.95



Going to the Delta? Beat the heat with Svendsen's summer specials...

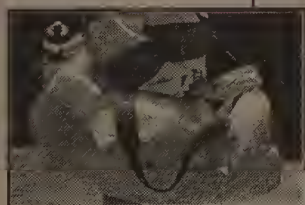


DUFFEL BAG

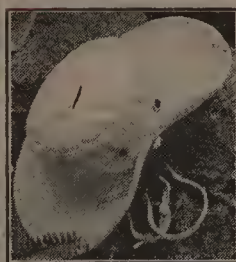
- Constructed of a Mylar & Kevlar laminate that is nearly indestructible
- Weather-resistant main compartment with zippered mesh ends for wet storage

- Measures 13"x25"

\$29.95
List: \$36.00



The ULTIMATE HAT



- Combine fashion and function with the hat that floats
- Broad brim, side snaps for changing styles
- 100% 10 oz. pre-shrunk cotton duck, solid brass hardware

\$29.95 List: \$36.95



MARINER JACKET

- Lightweight foul weather jacket for those heading south
- 100% waterproof with thermally taped seams
- Features galore and sharp looking too

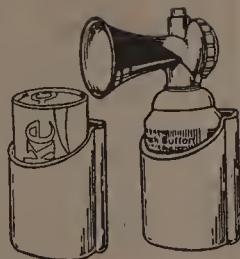
Introductory Price
\$99



Beckson soft-mate®

HOLDER

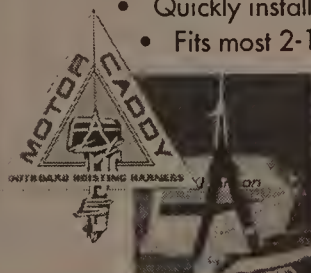
- A safety soft holder for cans or boat horns
- Made of white PVC
- Perfect for installation in the cockpit or on the bridge



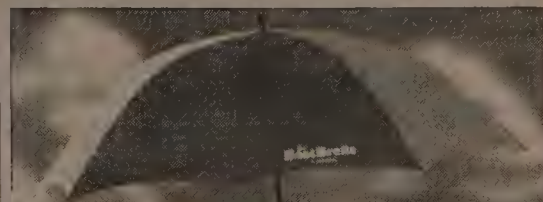
\$8.15 List: \$9.95

DAVIS MOTOR CADDY

- Provides a secure handle for lowering & hoisting your outboard
- Quickly installed or removed
- Fits most 2-15 hp outboards
- Made of UV-rated materials



\$18.65
List: \$21.95



MAGMA BOATBRELLA

- Windproof umbrella made entirely of non-corroding materials
- The fiberglass shaft is 5' long and the all-angle mount fits horizontal or vertical rails
- Carrying case included

\$51.97
List: \$79.95

1851 CLEMENT AVENUE
ALAMEDA, CA 94501

(510) 521-8454

OPEN TO SERVE YOU
M-F 8-5:30 SAT 8-5 SUN 9-4

VISIT OUR HOMEPAGE WEB SITE # <http://www.tenthmuse.com/svendsens/svendsens.html>

THE DOCKS
ARE REPAIRED AND
WE'RE BACK TO WORK!

YANMAR ENGINE SALE

**More Power,
Less Weight**



More compact, Yanmar's pleasure craft engines have become an industry standard on new and re-powered yachts. If you're looking for performance and reliability, Yanmar is your engine.



CALL TODAY FOR OUR BEST QUOTES

If you do your homework you'll find it the smartest buy anywhere!

**Universal Atomic 4
Rebuild Specialists**

**mase
GENERATORS**

Yanmar Powered

We Sell, Install & Service
The World's Best Generator!
Call for Quotes

**QUALITY SERVICE FOR YOUR CLASSIC OR
CONTEMPORARY YACHT ON OUR MARINE RAILWAY**

• Make reservations for your haulout today •

Complete: Keel • Hull • Paint • Spars and Rigging
Electronics • Hardware • Engines • Generators • Haulouts

Repair / Sales for: Yanmar • Universal • Perkins •
Westerbeke • Pathfinder • GMC • Detroit • Caterpillar
Mase • Onan

**Richmond
Boat
Works**

616 W. CUTTING BLVD., RICHMOND, CA 94804
(510) 232-5800 • Fax (510) 232-5914

LETTERS

FOR THE RECORD

I was reading through the June Racing Sheet when I came across the "Bulls Fly Again" item — an event I participated in. As I read through the 'box score', I noticed that my name was confused with Ian Murray, the senior that finished right in front of me.

For the record, my name is Ian Rogers, Junior El Toro sailor.

Ian Rogers
Tiburon

Ian — The truth of the matter is that we didn't confuse you with Ian Murray the senior who finished in front of you, but with Iain Murray, the great Aussie 18 and America's Cup competitor. Pretty cool, eh?

I REMEMBER PERRY EACH MONTH

My husband and I were in the Bay Area several years ago for his son's high school graduation. While there, we spent time at my husband's sister's house, where the only thing to read were copies of *Latitude*. Since my husband and I are sailors, it sparked our interest and we leafed through some copies.

When we packed for the trip home, we were given three issues. I took them, but as *Latitude* doesn't really cover Southern Florida sailing, I didn't expect to read them. But the plane ride from San Francisco to our home is a long one, and by the time we arrived in Key West I was hooked!

While in the Bay Area, my husband and I were fortunate to sail with Perry, my brother-in-law, aboard his Pearson Ariel. It was a lovely day and we couldn't believe how many boats were on the Bay. Unfortunately, Perry never learned of the success he had in getting me hooked on *Latitude*, for a month after our visit he died of a heart attack while beginning a cruise up the Delta. We should all be so lucky to die when we're doing something we love.

In any event, with the arrival of *Latitude* each month, I smile and remember Perry — and thank him for introducing me to the best sailing magazine out there.

Susan Garriques
Key West, Florida

SHE NEEDED PAIN KILLERS

When racing singlehanded, a heart attack can ruin just about everything. So I want to offer my heartfelt thanks — pun intended — to the racers/cruisers and Mexicans who recently saved *Tafia* and my young butt.

Although my heart problems were worsening, I was determined to participate in April's Sea of Cortez Sailing Week. As I crossed the finish line, the race committee asked, "How are you doing, Jim?" I told them, and in less time than it takes to get an ambulance in the downtown area of a major U.S. city, a doctor from the S&S 50 *Chap* and two others were aboard with fresh nitroglycerine.

Sadly, I had no choice but to board the first of several MedEvac boats dispatched from La Paz. Both engines overheated and quit at San Lorenzo Channel, so we drifted for awhile. Eventually they got both of them going again and made it to La Paz.

I was taken to a 'poor people's' hospital in La Paz, where my bill after 2½ days of primitive intensive care came to \$49 U.S. As I was pulling the IVs and electrodes off my body, the cardiologist apologized for the lack of food and medicine, saying the hospital just didn't have money for either. Then he gave me a long list of medicines to buy. Frankly, it was impossible for me to pay attention to him, as the little girl in the next bed was screaming in agony from terrible burns.

Tafia was brought back to La Paz the day after I bailed from the hospital. A few days later, I was back in the United States at the 'Big Chandlery/Roto Rooter shop. And just two weeks after that, I was back aboard my Cal 34 and feeling great. I've suffered no permanent damage, just a badly bruised and sore leg from the catheters.

While my arteries are clear, my conscience isn't. That little girl

WINDRIDER

The Sailor's 'Pocket Rocket'

The All-New WindRider gives you:

- SPEED:** Sail 12 to 14 knots in 20 knots of wind
- UPRIGHT SAILING:** Doesn't heel, tilt or flip like small beach cats
- COMFORT:** A dry ride in a contoured seat with backrest
- ROOM:** 450 lb. load limit - add a friend, engine, camp gear, etc.
- HANDS-FREE STEERING:** Push left pedal, go left - right pedal, go right
- STRENGTH:** Unbreakable polyurethane - sail right onto the beach
- UNSINKABLE:** Sealed outriggers give 100% flotation



Call for a FREE Color Brochure or a \$5 Video

Rod Gibbons'
Cruising Cats USA

Grand Marina
2099 Grand Street
Alameda, CA 94501
(510) 814-0251
fax (510) 814-8765



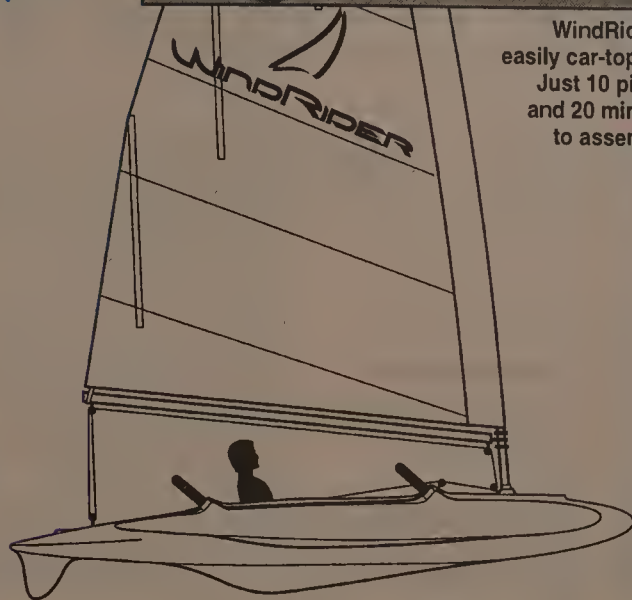
*plus s/h, tax & options, etc.

First 10 Callers Get a FREE WindRider Sea Trial

READY
TO SAIL
ONLY
\$2,995*



WindRider is
easily car-topped.
Just 10 pieces
and 20 minutes
to assemble.



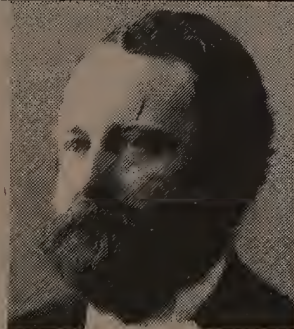
LOA: 16'1"
Beam: 12'7"

Displ.: 225 lbs.
Sail Area: 93 sq. ft.
Draft: 16"

Mast Ht.: 20'
Max Load: 450 lbs.
Designer: Jim Brown

GEORGE C. PARDEE

Governor of California
Commodore of Oakland
Yacht Club



Ninety-three years ago George was elected Governor of California and 18 years later he became Commodore of Oakland Yacht Club.

You'll get more than a history lesson at Oakland Yacht Club. You'll enjoy the friendship and the congenial boating spirit that has characterized Oakland Yacht Club since George was Commodore - or Governor.

Our new clubhouse overlooking our own marina is a special corner of the Bay and if your boat can slip into one of our vacant berths you may qualify for initiation fee waiver.



Oakland Yacht Club

1101 Pacific Marina
Foot of Triumph St.
Alameda

510-522-6868

<http://www.serve.com/oaklndyc>

PENINSULA MARINE SERVICES

FACTORY AUTHORIZED DEALER FOR:

VOLVO
PENTA
CERTIFIED

YANMAR

NORTHERN LIGHTS
DIESEL ELECTRIC &
POWER SYSTEMS GENERATORS

Universal
DIESEL MARINE ENGINES

Velvet Drive
MARINE TRANSMISSIONS

aquadrive
cva unit
constant velocity alignment unit

- Best engine prices in the Bay Area. Call for new Engine & repower estimates. Extensive & Comprehensive Parts Inventory for all the Lines We Handle
- Specializing in Diesel & Gas Marine Propulsion System Repairs
- Service in Shop or at Your Dock

(415) 366-2636

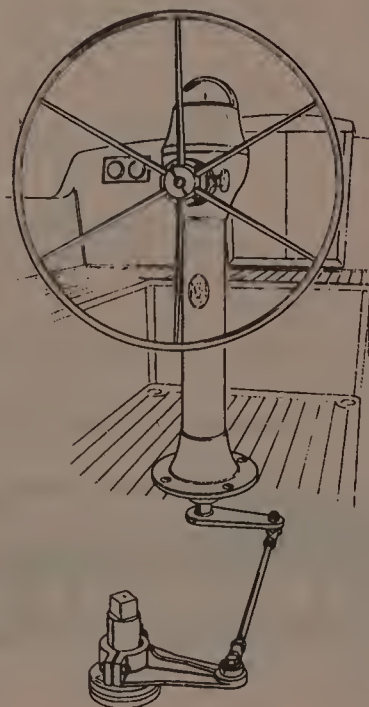
(415) 366-1938 Fax

1548 Maple Street, Redwood City, CA 94063

SEE THE TILLER-KILLER BY Whitlock

Cobra PROGRESSIVE POWER "RACK & PINION" SYSTEM

- Tiller feel with a wheel!
- Minimum maintenance; no wire, no stretch, no play.
- Preassembled...ease of installation!
- 2 1/2 inch below deck clearance is a real spacesaver!
- Whitlock systems are currently specified on over 480 production models worldwide including: Swan, Pacific Seacraft, Baltic, J-Boats, Caliber, Bristol Beneteau, ETC...



NOW
APPEARING
AT

MARINER BOAT YARD

"Where Service Has Meaning"

(510) 521-6100
(800) 65-MARINE

Same old phone number – Same good service

Located @ the foot of Grand Street,
Alameda, California

FEATURING ANTI-FOULING PAINT
BY

PETTIT
marine paint

LETTERS

screaming "Needol! Needol! Needol!" makes me wonder if she didn't desperately need more pain killers than the hospital could afford. My first attempt to get some help for the 'poor peoples' hospitals' failed. Perhaps *Latitude*, through the Baja Ha-Ha, could spark some action like we did the last two years for the orphanages.

Jim Meeker
Tafia
La Paz, Mexico

Jim — You idiot! You've had what, three heart attacks? Yet the last time we saw you, you were still smoking and boozing like a college freshman — rather than a guy who just retired from the sea. Don't you realize that retirement would be a lot more fun in the cockpit of your boat than in a casket?

As for the Ha-Ha being a vehicle for getting medical supplies to the 'poor peoples' hospitals' of Baja, we think that's an outstanding idea — and are going to make it a major goal of Ha-Ha III. It's just not right that we in the United States throw away so much medicine and medical equipment that is desperately needed elsewhere.

As such, we'd be most appreciative if Dr. Gold of Chap or any other physician cruising in Mexico might pay a call on one or more of these Baja hospitals so it can be determined what they could use the most. We want to begin collecting the stuff as soon as possible.

AN ONGOING RASH

My boat and several others were recently broken into at Alameda Marina's dry storage area. When I contacted the Alameda Police, they told me there is an ongoing rash of break-ins at marinas all around the Bay. Have you heard about this from any of the various police departments?

If so, boatowners should be advised that it might be a good idea to clear valuables — especially electronics — off their boats, and to post a notice stating that there is nothing worth stealing inside. The bad guys who hit our boats passed up lots of stuff that would be valuable to sailors, concentrating instead on electronics, binoculars and such.

Jim Brown
Alameda Marina

Jim — Boats in dry storage areas are always savory targets for thieving scum, and it's a good idea to take all precautions possible. While we're not aware of a regional surge in thefts from boats, obviously there was some nasty business going down around the Oakland Estuary.

I WAS ANGRY, BUT LIFE IS SHORT

I was one of the victims of a rash of boat robberies that occurred on the Oakland Estuary during late April. They took my Fujinon binoculars; KVH data scope; Garmin 45 GPS; PC laptop weather fax computer; Fluke digital multimeter; hand tools such as wrenches, sockets, screwdrivers; and some miscellaneous personal items. I was angry — but life is too short and that's why I carry insurance. I figured I'd have to eat the deductible as I agreed when I selected the coverage, but after that I'd be fine.

Being "in good hands," I called my Allstate Insurance agent. He asked me if I had notified my household insurance carrier. I asked him if he wanted me to call him in the event my house was robbed, and explained that I had paid Allstate to cover my boat — and that is what I expected them to do.

An Allstate claims adjuster then called to inform me that binoculars were not boat equipment and along with stereo equipment were not covered. The tools were "generic," and thus could not be considered boat equipment either. I explained that a 40-foot boat required a dedicated set of tools — which is why they were on the boat when the robbery took place. The adjuster replied that he, too, owned a boat — although I haven't got a clue as to what that random statement was

Almost right, Doesn't cut it!

Buying top gear is a good start.
But real mischief hides in a
poor installation, and robs
any system of its quality.

Call EMS: Where installing it right is easy...

Electrical • Mechanical • Hydraulic
Professional technicians & system designers

We do
CAD
wiring
diagrams
and system
design



- HEATING & AIR CONDITIONING
- ELECTRICAL & CORROSION CONTROL
- REFRIGERATION & WATERMAKERS
- HYDRAULIC STEERING & PROPULSION SYSTEMS
- BOW THRUSTERS

**EDINGER
MARINE SERVICE**

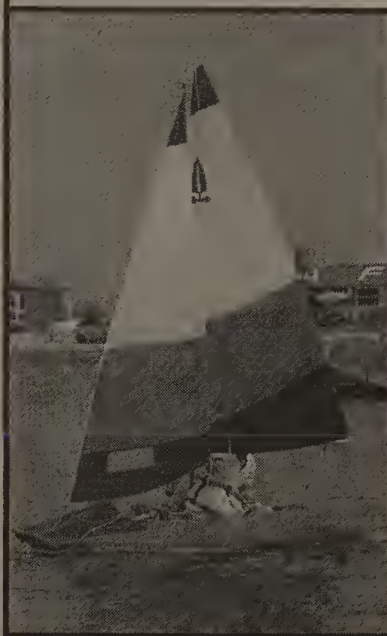
SAUSALITO 415-332-3780

EMS: Putting Our Knowledge to Work for You.

Tinker Marine

Tel: (510) 814-0471
(800) 410-5297
FAX: (510) 814-8030
Building 11, 1919 Clement
Alameda, CA 94501
In the Svendsen's Complex

<http://ourworld.compuserve.com/homepages/tinker>



"Tinker Inflatables, probably
the best known hybrid sailing
dinghy/lifeboats" - *Cruising World*

"Best Rowing Inflatable" -
Practical Sailor

"Best of all, the Tinker rows
almost as well as a hard
dinghy" - *Practical Boat Owner*

"Outstanding quality
workmanship and materials" -
Practical Boat Owner

"The Tinker's encapsulated
fold-up floorboards were
virtually beyond reproach" -
Yachting Monthly

"Tinker—easily the fastest under
power" (13 Kts with 240 Lb load
and 3.3 HP) - *Yachting Monthly*

Check out our new trade-in
program...\$200 for your old dinghy!

Showroom hours: All week 10:00am – 5:30pm



The Cap'n: Your *Best Aide*
To Navigation...

*Computerized
American
Practical
Navigator

Relax and enjoy your cruise. Let The Cap'n do all the work. Whether it's celestial navigation, voyage planning, tides and currents...or even plotting on the new electronic full color NOAA charts, The Cap'n can handle it in stride. Cruising just got easier and safer. The Cap'n prints out everything, including your charts, for quick reference. Now you can plan your escape for today, or next year with confidence when you have The Cap'n on board. Thousands of voyagers and professionals world wide already depend on The Cap'n... Shouldn't you?

Hook a computer to your GPS or Loran and see your boat's position on any electronic chart. Interface to your autopilot and let The Cap'n steer. All that's left for you to do is sit back and enjoy the ride.

Sign-on the Cap'n today.

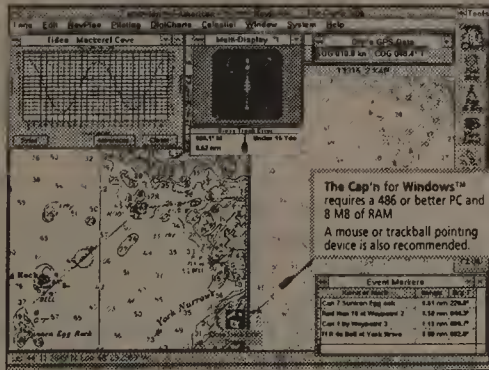
\$495

Electronic
Charting
System for
Windows™

INCLUDES: Perpetual tides and currents, complete celestial, voyage planning, professional logging, inventory and maintenance, compass calibration, NMEA 0183 GPS/Autopilot Interface.

NOAA & Maptech digital charts on regional CD-ROM & 3.5" disks are available directly from us for your voyage planning ease.

OPTIONS: Complete Light Lists, World Port Index, Chartfinder, ICW Routing, Instrument Interface, Graphic Tides and Currents, over 650 pre-planned East Coast voyages, plus Weather Fax & NavText.



The Cap'n for Windows™
requires a 486 or better PC and
8 MB of RAM.
A mouse or trackball pointing
device is also recommended.

...A CLEAN BOAT ON A REGULAR BASIS

SPECIAL FALL SAVINGS

79¢/ft Once a week
89¢/ft Every 2 weeks
99¢/ft Every 4 weeks

Westwind
Boat Washing

Call now for the care your yacht deserves

(415) 661-2205

Offer Expires 11/30/93



Order today or call for our free brochure

1-800-637-4020

Outside U.S. (207) 942-4751 • Fax (207) 941-1672

Nautical Technologies, Ltd.

217 Burleigh Road, Bangor, Maine 04401

First Class Technical Support

30-Day Money Back Guarantee

WE OFFER MORE COME AND SEE WHY

FREE WEEKEND

Two nights berthing at Oyster Cove Marina

Please call or fax 24 hours in advance to secure reservations.

(415) 952-0254

Berthing at Oyster Cove Marina can make boating easier, more convenient and more enjoyable!

Making boating easier — and more fun! is what a marina should be all about. That's why Oyster Cove Marina rates number one with many Bay Area mariners. It's an exclusive yet reasonable facility of 219 berths, accommodating pleasurecraft in slips 30', 32', 36', 40', 44', 50' and 60' in length.

Oyster Cove is the private Peninsula marina closest to Blue Water boating. Want to cruise to Sausalito, lunch at Tiburon, or sail to Angel Island? How about a day's fishing outside the Gate, or a weekend at the Delta? No other private Peninsula marina is better situated, or offers nicer, fresher surroundings.

- Berths 30 feet to 60 feet
- Double Finger Concrete Slips
- Water and Electricity Included in Slip Fees
- Telephone Available
- Heated Dressing Rooms and Showers
- Laundry Room • Nightly Security Patrol
- 7-Day Harbormaster Office
- Complimentary Ice • Cable TV

ONE MONTH FREE RENT

with 6 month lease

(This offer applies to all new berthers.)

Call for Details

END TIES

Now available at \$4.00 per foot.

OYSTER COVE MARINA

385 OYSTER POINT BOULEVARD #8A

SOUTH SAN FRANCISCO

(415) 952-5540

LIVEABOARD BERTHS AVAILABLE

(Limited Number)

LETTERS

supposed to mean.

The next phase of the settlement consisted of having a marine surveyor meet me on the boat. The purpose of this seemed to be to establish the value of the stolen items. For the most part this was a straight-forward exercise in looking items up in the West Marine or Boat/US catalogs. The weatherfax PC portable was a bit more difficult. Used computers plunge in price and although it had been a pricey item when new, its value now was in its portability. I guessed the value at between \$1,000 and \$1,500. The surveyor valued it at \$1350. Fair enough.

After not hearing anything from Allstate for a month, I called the claims adjuster. We played telephone tag for a week-and-a-half. The messages he would leave stressed how busy and overloaded he was. It seems the claims department at Allstate is not as efficient or as well-staffed as the premium notification and collection department.

When we finally connected, the adjuster informed me that he was disallowing all the items listed — with the exception of the weatherfax — as boat equipment. He told me these items were not "permanently affixed to the boat," could be used elsewhere, and therefore were not boat equipment. I then had to listen to a condescending lecture on what a good guy he was in allowing the weatherfax as boat equipment — even though weatherfax technology was being "phased out" and becoming worthless because the whole thing was being "computerized."

These "not permanently affixed to the boat" and "could be used elsewhere" standards are unfair. All sorts of stuff on boats — from the boat hook to the EPIRB to the toilet — might fit in such categories. Interpreted creatively, "not permanently affixed" could cover nearly everything aboard my boat!

The point of my rambling tale is "to be forewarned is to be forearmed." If a major player in the insurance business such as Allstate could act in such an arbitrary and capricious manner, then I have to conclude that the 'sleaze factor' in the insurance business is as great as it is in selling used cars, time shares, and waterfront property in Florida. Let the buyer beware!

Carefully read your insurance policy to find out what you've really purchased — before you wind up in the Alice in Wonderland double-speak world of the claims adjusters. Don't rely on such seemingly self-defining terms such as "boat equipment" or "personal property." Get the definitions in writing.

And remember, even if your insurance agent or broker is the nicest person in the world, he or she will not be processing your claim. Your claim will be handled by a claims adjuster who is probably working on a contractual basis for the insurance company. They make brownie points by not paying you, and could care less whether you renew your policy or not.

Should you be so unfortunate as to suffer the loss of your boat, it would be a hell of a time to find out that your boat ceased being a vessel at the moment it began to sink and became a "hazard to navigation" — and as such wouldn't be covered. Hey, this is pretty easy! I wonder if Allstate could use another claims adjuster?


Ben (not permanently affixed to his insurance company) Salsburg
Errant Prince, Valiant 40
Alameda

Ben — We were going to jump in with Will Rogers' quip about it being easier to steal with a fountain pen than with a gun, when one of our staff reported he's had five boats in a row insured with Allstate — and has been very satisfied. On the one occasion he had to file a personal-injury claim, they didn't even make him pay the deductible!


It would be interesting to hear how other victims of the Oakland Estuary boat burglary rash have made out with their respective insurance companies.

↑ THERE'S NO RIGHT WAY TO LEARN TO SAIL

As the C.E.O. of Club Nautique — which along with charters and



Calm.



Still
calm.

Raytheon Marine Company
676 Island Pond Road
Manchester NH 03109-5420

Tel (603) 647 7530
Fax (603) 634 4756

Autohelm[®] cockpit autopilots

When a warm offshore breeze suddenly turns into a challenging Force Six, the last thing you want to have any doubts about is your autopilot.

Autohelm virtually invented the cockpit pilot, and we have steered every major development since. Today, we offer a comprehensive range of cockpit pilots to suit all boat sizes and types.

All are backed by the best and biggest after-sales service and dealer network in the world.

And all except AH 800 are SeaTalk[®] compatible, enabling them to share information with all your other SeaTalk equipment.

So choose Autohelm, and stay calm even when the conditions aren't.

To find out more, call for a brochure or visit your nearest Autohelm dealer.



ST 2000 and ST 4000
Tiller Autopilots




ST 4000 Wheel Autopilot

Autohelm and SeaTalk are registered trademarks of Nautech Limited.

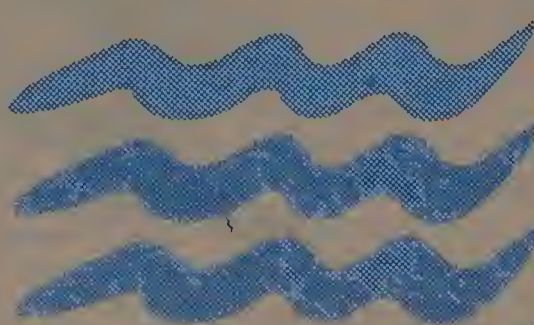
Raytheon Electronics

Autohelm

GANIS CREDIT CORP



WHERE BOAT LOANS ARE SMOOTH SAILING



Whether purchasing a new boat,
a used boat or refinancing an existing loan,
GANIS CREDIT CORP
has the right program for you...



GANIS
CREDIT
CORP

Loans from \$25,000

1070 Marina Village Pkwy., Alameda, CA 94501 • (800) 671-1555

Alameda ~ Boston ~ Ft. Lauderdale ~ Houston ~ Newport Beach
New York ~ San Diego ~ Seattle ~ St. Petersburg

Member, National Marine Bankers Association

LETTERS

memberships, runs a commercial sailing school — I read with interest Max Ebb's June column. He related the troubles a newly certified couple had in securing a mooring with their 40-foot racer/cruiser charter boat.

A number of opinions and observations were presented in the story which conflict with the broad base of experience accumulated amongst the sailing professionals here on the staff at Club Nautique. I am writing with the thought that perhaps the readers of *Latitude* would benefit from another point of view.

One of the salty skippers in Max's story states, "Those charter companies teach their customers to start the motor whenever they're in trouble." I'm not sure what our salty skipper is basing his observation on, but I can assure you that at Club Nautique and in US SAILING's training system, no such instruction exists. In fact, in an extreme situation like crew overboard recovery, students are taught specifically not to start the engine if they are under sail — as the potential exists for exactly what happened to the embarrassed couple—in the confusion of the situation, a line or sheet could accidentally drop over the side and foul the prop or rudder, disabling the vessel.

I don't know where the subject couple took their sailing lessons — it may have been Club Nautique, it may have been elsewhere. It really doesn't matter, for we can learn from their experience no matter where they matriculated. Their first mistake after certification was to charter "the biggest boat that he was allowed to skipper for a weekend." We are a society of achievers, and sailors are often successful people right up there in the front of the achiever pack. We urge our graduates to start off chartering boats the same size they learned on, build experience, and work their way up to larger vessels. Unfortunately, many people don't listen — or more accurately, don't want to hear such advice. Some get hooked on the 'paper chase' and forget they're here to learn skills which someday may save their lives, as they strive for higher and higher certifications in the minimum possible time.

"I'm really upset with the sailing school," said the lady, because she didn't feel ready to sail a boat of the size they had chartered. If they didn't feel competent, why did they charter that size boat? When signing a bareboat charter contract, the charterer certifies he has the experience and competence to safely operate the vessel. When most of us first received our driver's licenses at age 16 or so, I doubt we were competent to drive a one ton truck with a 10,000-pound trailer in tow through the streets of San Francisco at rush hour — but the license allows one to do just that. At some point, we each have to decide the risks and challenges we're willing to take — and then accept responsibility for our actions. The sooner we get from "it fell" to "I dropped it," the better off we'll all be.

One salty skipper's comment, "Their big-boat charter skipper certification means that you know about five percent of what you'll learn after a couple of years of sailing," may or may not be true, depending on the certification in question. We are in the business of chartering boats and need to be able to rely on the certifications presented to us by charter customers. Unfortunately, our experience has been that graduates of many schools simply do not have the skills required to pass the certifications presented. In an effort to meet this challenge, we, together with the operators of a few other leading sailing schools, approached US SAILING (the national governing body for the sport of sailing) for assistance in creating and promulgating a training and certification system for sailing students and instructors with real, enforced standards. The resulting system is now available nationwide and is known as the US SAILING Keelboat Certification System. Students who have been trained and certified under this system know a lot more than "five per cent" when they graduate.

While we're on the subject of what a commercial sailing school graduate knows, let's contrast his knowledge with a sailor who's learned his skills in dinghies or as a racing crew — which seems to be

Fast, Fun, Family Cruiser

PDQ
YACHTS USA

PDQ Sales and Charters,
San Francisco Bay
and Delta
*See what the
excitement's all about!*



Genesis Catamarans • (415) 898-5006 • FAX (510) 232-1963

KISSINGER CANVAS

Marine Canvas & Interiors
STEVEN KISSINGER
(510) 825-6734



- Biminis
- Boat Covers
- Cushions
- Sail Covers
- Headliners
- Awnings

DODGERS

Side handrails
&
Window covers
included

ENCLOSURES

Window covers
included

Free Estimates and Delivery



OWL HARBOR MARINA THE FRIENDLY MARINA

1. Half price for the first month!
2. Sign a one year lease: get the 12th month free!
3. Prepay one year: Get 11th & 12th month free!

- ⌘ 25' inside ties @ \$3 per foot
- ⌘ 30' to 50' deep draft berths @ \$4 per foot
- ⌘ Covered berths @ \$5 per foot

- ⌘ RV Partial Hookup Spaces ⌘ Camping ⌘
- ⌘ Showers ⌘ Laundry ⌘ Warfield Sail Loft ⌘
- ⌘ Dry and Open Storage ⌘ 20 Acres ⌘
- ⌘ Sailboat and Powerboat Club Cruises Welcome ⌘

Located across from Bruno's Island on Seven Mile Slough, close to Rio Vista and historic Isleton


Harbormasters: Frank and Rhenae Dietrich
1-800-483-9992 or 1-916-777-6055

1550 W. TWITCHELL ISLAND RD • ISLETON, CA 95641

ONE SOURCE SAILS FORCE

Leech & Rudiger Sails is the West Coast's one stop sail shop, combining the talents of two of the Bay Area's most knowledgeable sailmakers — Jim Leech and Mark Rudiger.

- Custom designed sails for your boat, using the latest CAD/CAM sail design software.
- All sails built from best quality U.S. sail cloth to ensure maximum longevity and performance.
- **Built in the "Superloft"**, a certified facility with the highest manufacturing standards attainable.
- All sails laser cut, the latest in sail cutting technology.
- Local full service loft for easy alterations and fast repairs.

QUALITY PRE-OWNED SAILS
from 
NEW LIFE

LEECH & RUDIGER SAILS Inc.



AGENTS FOR
NEILPRYDE SAILS

67 Libertyship Way • Sausalito, CA 94965
Fax (415) 331-6282

415 • 331 • 6275

LETTERS

the preferred method according to Max's cronies. My first boat was an El Toro, which I sailed on Lake Merritt when I was 8 years old, and I spent many years crewing and skippering racing boats on San Francisco Bay. So I understand their perspective.

That said, I can tell you that at Club Nautique we often have charter customers come through the door who have plenty of 'salty' experience (preferred by Max's associates) and little formal (commercial) training. Before we can charter to them, our insurance requires they pass a check-out, which is basically the same examination given to a student. More often than not, the 'salt' is unable to pass the certification. Typical weaknesses include: crew overboard recovery (most have never even tried it before), rules of the road, lights (the tow behind that tug can kill you), anchoring (racers don't often anchor and don't like to carry heavy tackle), maneuvering in close quarters under power, and so forth.

My point is not that one way to learn to sail is better than another, but that each tends to generate different proficiencies. 'Salts' tend to have a better seat-of-the-pants feel for sailing and boat-handling, because they learned as kids in dinghies. Commercial sailing school graduates tend to be far more safety conscious, have better all-around skills, and are often more aware of their limitations — Max's subjects being the exception that proves the rule. If you think about it, serving as 'rail meat' on a racing boat doesn't add much to your experience beyond grinding on winches and packing chutes.

In summary, I believe Max Ebb attempted to temper the opinions offered by his salty friends and in some cases made similar points to those offered above. Part of the joy of sailing is the continuous challenge it offers, with each new experience helping to temper and prepare us for the next. Any source available to assist us along the way is useful, including the pages of *Latitude*, small boat experience, crewing on racing boats and commercial sailing schools. As has often been stated in these pages, there's no 'right way' to learn to sail. But for most adults, a good commercial sailing school can accelerate the learning process significantly. If you think about it, a good sailing instructor can distill years of experience and pass it on to his students, allowing them to learn in days or weeks what some of us took years to absorb. That, I believe, is why we go to school for any subject.

Don Durant, President
Club Nautique
Alameda and Sausalito

Don — Twenty years ago, when many of today's 'salts' learned to sail, sailing schools often consisted of little more than a guy with a boat who somehow wanted to make money with her. He'd take folks out for 'sailing lessons', making up the curriculum as he went along. Those days are long gone as almost all sailing schools have become much more professional in all respects.

The Wanderer, for example, was briefly married to a woman who had sailed across the Atlantic, the Pacific, and many other places — but still didn't feel sure of her sailing skills. So she enrolled in a sailing school — it just happened to be Club Nautique — and by the time she graduated, not only felt more confident in her skills, but was getting a lot more satisfaction from sailing.

ONLY ONE ARM FOR SAILING

Could you tell me how to contact BAADS — the Bay Area Association of Disabled Sailors? My friend and I can only use one arm each for sailing, and need to know sources for club sailing and custom sailboat designers for handicapped people.

Margaret Raine
Chicago Park, CA

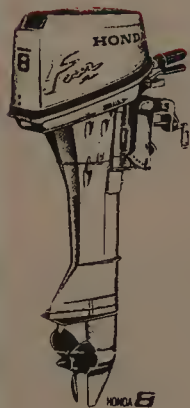
Margaret — BAADS address is Box 193730, San Francisco, CA 94119-3730. Their voicemail number is (415) 281-0212.

You should be encouraged by the fact that there's a long tradition of 'challenged' folks who've done great things with boats. We can't tell

Power In Tune With Nature
HONDA
MARINE

FOUR STROKE OUTBOARDS

Since 1974



- 2-90 hp
- Quietness
- Dependability
- Fuel Efficiency
- 2-yr. Warranty
- Financing Available
- Extra long shafts now available for sailboats



caribe
 INFLATABLES

Caribe... Simply the best! Combine with Honda Four Stroke Outboards for durability, performance and value. Traditional models from 8-16 ft. and RIBs from 8-22 ft. with Hypalon/Neoprene construction. (5 yr. warranty)

Voyager Marine – Honda Specialists over 15 years.

1296 State St.

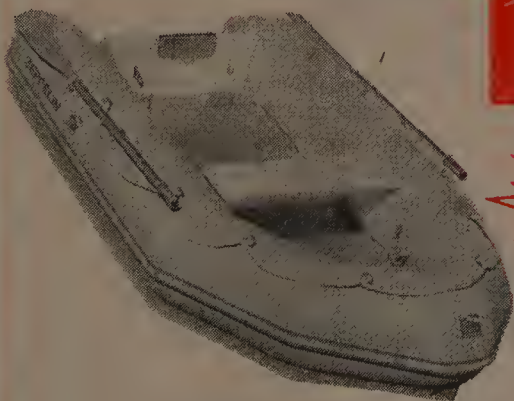
P.O. Box 246, Alviso, CA 95002-0246

(408) 263-7633 • (800) 700-7633

Open Tuesday thru Saturday

For optimum performance & safety, we recommend you read the Owner's Manual before operating your Honda Marine product. Always wear a personal flotation device while boating.

ZEPPELIN ROLLUPS



- Aluminum rollup floors • Fiberglass transom
- Hypalon/Neoprene construction

Introductory price

Charlie RL	8'6"	\$1,619	Light gray
Delta RL	9'9"	\$1,919	Light gray

Also available in white

Always wear a personal flotation device while boating, and read your owner's manual.

Voyager Marine

1296 State St.

P.O. Box 246, Alviso, CA 95002-0246

(408) 263-7633 • (800) 700-7633

Open Tuesday thru Saturday



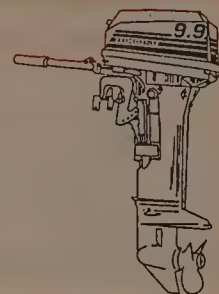
TOHATSU OUTBOARDS

Everything an outboard should be

Models from 2.5 to 140 hp

Two year limited warranty

Short and long shaft models



SALES AND SERVICE • Quality Names You Can Trust



**First in Quality
 Inflatables**

**Hypalon/
 Neoprene
 Construction**

Achilles Tenders & Sportboats

Always wear a personal flotation device while boating, and read your owner's manual.

Voyager Marine

1296 State St.

P.O. Box 246, Alviso, CA 95002-0246

(408) 263-7633 • (800) 700-7633

Open Tuesday thru Saturday

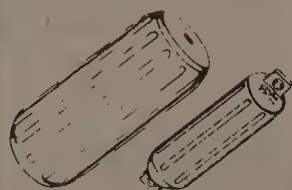




WHALE POINT MARINE SUPPLY COMPANY

JULY SPECIALS

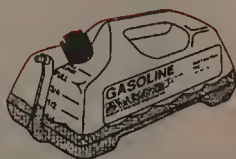
Taylor Fenders



NOW 40% OFF

Ltd. Lifetime warranty.

Tempo Pro-6 Outboard Fuel Tank



Easy view fuel gauge. Meets USCG & ABYC requirements. Positive grip hose barb for leak proof connection. Attached dipstick gauge.

List \$19.95 • **NOW \$16.95**

OMC Express by Group Zodiac



LAST YEARS PRICES WHILE THEY LAST!
Model 240 • Length 7'11" • Max 4hp
List \$949 • **NOW \$799.95**
Model 265 • Length 8'6" • Max 8hp
List \$1195 • **NOW \$899.95**
Model 305 • Length 10' • Max 9.9hp
List \$1295 • **NOW \$995.95**
*Quantity limited

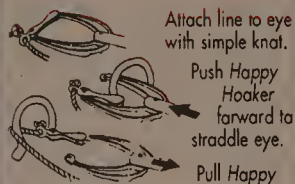
Evinrude Outboards



- Short shaft w/rape slot from 2hp to 300hp
- Long shaft for sailboats
- NEW 4-stroke engines now avail.

EVINRUDE
LOWEST BAY AREA PRICES!

Happy Hooker Easy Buoy Mooring



Attach line to eye with simple knot.
Push Happy Hooker forward to straddle eye.
Pull Happy Hooker back.
Attaches easy to any pole with a screw or hose clamp.
List \$29.99 • **NOW ONLY \$22.95**

Suspenders Infl. Vest with Harness



Combines two critical components of safety gear. Tethers not included.

NOW
Auto inflator w/Harness ... **\$159.95**
Manual inflator w/Harness **\$139.95**
Auto inflator vest only **\$119.95**
Manual inflator vest only **\$99.95**
Harness only **\$49.95**

Uniden Marine Radios



NEW! HH980

Handheld, 1 or 5W selectable, all US, Intern'l & weather CH, watertight, drop in charger, LCD,
List \$379.99 • **NOW \$249.95**

HH979 • 5W, 90 channel, LCD, handheld
List \$189.99 • **NOW \$169.99**
HH978XL • 5W, 90 channels, handheld
List \$159.99 • **NOW \$139.99**
MC635 • 25W, 90 channels, dual scan
List \$187.50 • **NOW \$169.99**

Magellan GPS

GPS 2000 • Handheld
100 waypoints • **\$199.95**
GPS 3000 • Handheld
200 waypoints • **\$249.95**
GPS Meridian XL • Handheld
200 waypoints • **\$299.95**
GPS DLX-10 • Handheld
1000 waypoints • **\$599.95**
GPS NAV1200XL • Fixed unit
200 waypoints • **\$329.95**
GPS NAV6500 • Chart plotter
500 waypoints • **\$995.00**
*Special order, 2-3 day delivery.



LETTERS

you how many sailors we've known who were missing fingers, hands, arms, legs, eyes — but weren't deterred.

A French guy named Girard that we met in St. Barths was a particular inspiration. In the course of building a 70-foot steel boat, his left arm was crushed and had to be amputated. Girard nonetheless finished the boat and went on to be her charter skipper in the Caribbean, frequently sailing — literally — singlehanded. You and your friend can do it!

WRESTLE WITH THAT MAGICAL POLE

In the time-honored tradition of the Teamsters and the United Auto Workers, the crew of the Moore 24 *Poltergeist* is proud to announce the formation of a group whose sole purpose is to preserve the powerful force that propels our boats to unbelievable double-digit speeds. So without further ado, we hereby charter the Association of Symmetrical Spinnakers (A.S.S.).

Our mission is to ensure that sailors for years to come will be required to leave the comfort of their cockpits and brave the cold and wet to set up the boat for that next screaming downwind leg. We feel that this is important, not only for us, but for our children, and our children's children.

Sure, some of these new 'pinocchio boats' are high tech and fast, but how much fun can it be to pull a string and have your spinnaker pole magically 'sprout' from the bow? And who wants to jibe by just easing one sheet and pulling in another? We at A.S.S. want to see crews continue to wrestle with that magical pole, stuffing it into waves in a round-down, or punching it through the foot of that brand-new headsail. This is sailing the way our forefathers intended!

In order to ensure that the Association of Symmetrical Spinnakers is an organization that will support the interests of all true sailors, we have established the following membership classifications:

Hard A.S.S. This class is intended for the skipper, who sits at the back of the boat staying warm and dry and rambling incoherently while the rest of the crew does the real work.

Smart A.S.S. This class is usually reserved for the other person in the cockpit, who can hopefully give the Hard A.S.S. some idea of where to go on the race course — although any member of the crew can be a Smart A.S.S. at one time or another.

Lard A.S.S. This class is for the person in the middle of the boat whose main job is to get from one rail of the boat to the other. Preferably without getting stuck in the companionway, 'noosed' by the vang, or smacked by the boom. Hopefully, there are several of these members on the boat when it's really blowing.

Stupid A.S.S. This membership is reserved for the forward crew, whose job it is to stick the spinnaker pole through the sails, the other crewmembers, or him/herself. Also, he has to make sure he takes his own sweet time to complete that heavy air jibe in order to give the boat plenty of time to wipe-out. And above all else, the Stupid A.S.S. is required to wear plenty of absorbent wool clothing to ensure that he soaks up any trace of cold water that comes over the bow. This keeps the other crew members happy.

We have also set aside a special class of membership, reserved for any member of the crew who just can't seem to get along with the other crew. This class is called the A.S.S. *Hole*. On *Poltergeist*, these members only sail with us once. This membership can also be awarded to the crew member that tears the brand new spinnaker.

Once a month, the members of A.S.S. get together as a group to observe these newfangled boats that threaten our very existence. We enjoy watching them as they work to untangle their huge asymmetricals from their keels after a take-down, or from their forestays after a jibe — all the while knowing that we have already passed that point on the learning curve with our time-tested friend, the symmetrical spinnaker.

With your help, A.S.S. will continue to fight to preserve the long-standing tradition of the symmetrical spinnakers, the boats they are flown on, and the sailors who fly them. If you would like to join

64 Railroad Avenue • Point Richmond
(510) 233-1988 • Fax 233-1989

Mon - Sat 9AM - 5 PM • Wed 9AM - 6 PM
Sun 10 AM - 4 PM • Closed on Thursday

Celestial

50

PILOTHOUSE

**Marin
Yacht
Sales**
INC.



40 Pt. San Pedro Road
San Rafael, California 94901
Phone (415) 454-7595
FAX (415) 454-2561

LENGTH OVERALL	50 Feet
DESIGNED WATERLINE	39 Ft. 7 In.
BEAM	13 Ft. 6 In.
DISPLACEMENT (loaded)	32,340 lbs.
DISPLACEMENT (light)	29,800 lbs.
BALLAST (lead)	12,000 lbs.
DRAFT	6.6 Ft.
SHOAL DRAFT OPTION	5.0 Ft.
SAIL AREA	1,031 Sq. Ft.
FUEL (over 1,000 nm)	264 U.S. Gals.
WATER	395 U.S. Gals.

FIRST IN U.S.

\$249,500

SAILAWAY!

**S.F. Area – Limited
Unit Price
with Reservation**



CELESTIAL 50 DECK LAYOUT



Fastest, Easiest Bearing



The famous Vion Mini-2000 "Hockey Puck" optical bearing compass has been the faithful friend for many of the world's circumnavigators and has saved many boats from running on the rocks.

The Vion Mini 2000 is consistently rated the best in test reports by all major boating publications as the steadiest, most precise and easiest to use hand bearing compass.

Hold it up to your eye and see the bearing with one-degree precision. For racing or cruising, no other instrument is easier to use. Small enough to carry around your neck or in your pocket. Available at your favorite marine store.

For FREE brochure please call
(800) 257-7742.

Vion Mini 2000™ The "Hockey Puck"

PIONEER Research
216 Haddon Avenue
Westmont, NJ 08108
(609) 854-2424
(800) 257-7742
FAX: (609) 858-8695



LETTERS

our rapidly growing ranks, please call 1(900) MOORE 24. (Note: There will be a charge of \$19.95 per minute to help offset the cost of *Poltergeist's* new sail inventory.)

Kevin Gault
Head Hard A.S.S.

Association of Symmetrical Spinnakers

THE ISSUE IS ILLEGAL SEARCH AND SEIZURE

Jim Blaes, skipper of the fishing boat *Helja*, who held off the Coast Guard in Santa Cruz last month, is to be commended, congratulated and thanked by all boaters. The issue is not the 'safety inspection' or how nice all these young men and women can be during the boarding. Boardings "without cause" are a violation of our right to protection from illegal search and seizure as guaranteed by the Fourth Amendment. It applies to our homes and cars — and should apply to our boats as well.

Latitude has certainly been on this bandwagon in the past and Chris Caswell wrote quite eloquently on this subject last December in *Sailing* magazine. This is certainly not a matter to be swept under the rug or end with the arrest and punishment of Jim Blaes. We need to keep fighting this issue.

The legislation granting this authority to the Coast Guard goes back to the 1790s, and was intended to interdict gun-running to avert a purported counter-revolution against our young nation. Since the counter-revolution never got off the ground, maybe it's time to either get the law off the books — or the least, get the law off our backs.

I sail a lot and am very aware of a high police, sheriff and Coast Guard presence all around the Bay. Forgive me, but I just don't see the crime to warrant such heavy policing. But now they all have motorboats with which they amuse themselves on the weekends by harassing us dastardly boaters.

We are squandering a tremendous amount of money, time, and effort — and not even coming close to addressing the problem. If drug and people smuggling are threats to our national interest, let's go after the perpetrators with a vengeance. If drunken speedboats are chewing up swimmers, jet-skiers are impaling boats, sailors are running over boardsailers — or whatever the crime, let's address it and correct it. But if there isn't a problem, don't invent one for the sake of doing something. If you do, you trample civil rights — and that is abhorrent in our society, no matter how well intentioned.

I intend to 'object' the next time the Coast Guard asks to board my vessel.

Last weekend, the Coast Guard was out in force in the Estuary — and a lot of people were pissed off about it. This included an ex-Coastie aboard a Rhodes 19. He was told he was boarded because his CF numbers were too small. It turns out they were a quarter of an inch undersize. I don't know if they cited him, but he was livid.

Alan Laffin
Campbell

Alan — The way we see it, the government has no idea how close it's coming to losing its grip. While almost nobody backs the militia lunatics, it seems everybody is beginning to question whether the government can justify its very existence. After all, there is no domestic tranquility as promised in the Bill of Rights. We've got an unjust legal system that works great for lawyers and well-heeled murderers such as O.J., but not for anybody else. The education cartel teaches false senses of self-esteem rather than reading and writing to those kids at the bottom who need it most. And the social welfare system is not only rocketing to financial insolvency, but in the process has created a huge segment of society that is nothing short of helpless. And carrying almost the entire load are average hard-working folks who each year have a greater amount of their paychecks and freedoms confiscated. Like Blaes, there is only so much even normally docile people will take before they start resisting.

The Coast Guard is a microcosm of the disturbing plunge in

Johnson OUTBOARDS

Largest Johnson inventory in Northern California — ON SALE NOW!

Complete Line of Small Saltwater Sailboat/Dinghy Engines

Long Shafts • High Thrust • Alternator

Sales • Service • Parts

Small Dinghies
Tenders
Aluminum & Fiberglass

"We buy and sell used boats and motors"
— call for latest arrivals —

BARGAINS!
SAILBOAT SPECIAL
Johnson Sailmaster Outboards
All Models in Stock

**BOSTON
WHALER**

The West Coast's #1 Boston Whaler Customer Service Dealer!

THE OUTBOARD MOTOR SHOP
2050 Clement Avenue • Alameda, CA 94501
(510) 865-9500

Heading for
Mexico
This Fall?

Almar Marinas Cruisers' Network

... can help you make the most of the coast!



Photo by Mike Pyzel

Feel right at home the minute you step ashore. With five first class marinas from San Francisco Bay to Cabo San Lucas, we're there for you with special daily Cruiser Discounts on guest slips beginning in August. We can hold your mail, check on slip availability at your next ALMAR MARINA, acquaint you with the harbor and simply be there for you.

*Join us on the following dates for our Fall "Cruiser Welcome Weeks"
and enjoy 50% OFF our regular daily guest rates.*

8/1 - 10/1

San Francisco Bay

BALLENA ISLE MARINA

1150 Ballena Bl. Ste. 111

Alameda, CA 94501

(510) 523-5528

(510) 865-2257 (FAX)

1-800-675-SLIP

9/1 - 11/1

Ventura Harbor

VENTURA ISLE MARINA

1363 Spinnaker Dr.

Ventura, CA 93001

(805) 485-5044

(805) 644-0684 (FAX)

1-800-307-ISLE

9/1 - 11/1

Channel Islands Harbor

ANACAPA ISLE MARINA

3001 Peninsula Rd.

Oxnard, CA 93035

(805) 985-6035

(805) 984-0370 (FAX)

1-800-303-ISLE

9/1 - 11/1

San Diego Bay

CABRILLO ISLE MARINA

1450 Harbor Island Dr.

San Diego, CA 92101

(619) 297-6222

(619) 299-8446 (FAX)

1-800-305-ISLE

11/10 - 11/17

Cabo San Lucas

CABO ISLE MARINA

Lote A-18 De La Darsena

Cabo San Lucas, BCS Mex.

011-52-114-31251

FAX 011-52-114-31253

For more information, please call 1-800-307-ISLE (Nationwide) or write:

ALMAR CRUISERS' NETWORK

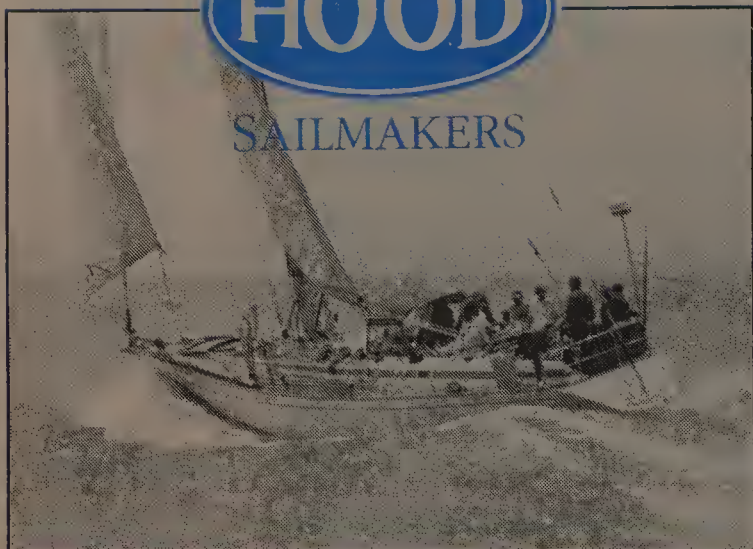
1363 Spinnaker Drive

Ventura, CA 93001



ALMAR MARINAS ... the West's Finest

The New Choice For The Performance Cruiser or Racer



Vectran® Sails by Hood

Hood Vectran sailcloth provides the light weight of laminates and the durability of Dacron. Hood's *patented* woven Vectran is a low-stretch, long lasting, high-performance sailcloth that produces the softest, easiest handling sails you can buy.

To find out more about your best choice for lightweight, low-stretch sails, call Hood Sailmakers today!!!

Pick Up and Delivery of Repairs

★ 1 Week Turnaround ★

RACING SAILS • CRUISING SAILS • REPAIR SERVICE • CONSULTATION

HARKEN



SCHAEFER



SAILMAKERS

DUTCHMAN®

PROFURL

Forespar

(415) 332-4104

Fax (415) 332-0943
Robin Sodaro

(800) 883-7245

466 Coloma St., Sausalito, CA 94965

e-mail: hoodsails@aol.com



LETTERS

respect for government. When we first started publishing *Latitude* in 1977, the Coasties were perceived as the 'good guys'. If people or the environment were in danger or needed help, the Coasties were always there — and would often heroically risk their lives to save those of others. Everybody loved the Coast Guard.

Now, nearly 20 years later, various Coasties still risk their lives to come to the aid of mariners. But that hasn't been enough to sustain the service's former reputation, not with the legal and PR debacles of 'Zero Tolerance', phony 'safety inspections', and blatantly illegal searches. Especially as these searches have usually been imposed on the most law-abiding citizens and often at the most dangerous times and places. And with what result? *Zilch!*

Once the golden guys loved and respected by all, the Coast Guard is frequently perceived as a bunch of storm trooping goons eager to stomp over constitutional rights by the power invested in them by their possession of automatic weapons.

It's high time that the Coast Guard and the government in general remind themselves that they are not an occupying force but the employees of us, the taxpayer/consumers. For what once was a government of, by, and for the people has now become a government of, by, and for special interests — be they political parties, businesses, unions, racial groups. And that's a very bad thing.

THE SPECIAL TOUCHES

After six years of planning and preparation, we have finally let the docklines go and are on our way. We're leaving the Bay Area the first week of July, and will be taking our time to enjoy the California coast, Channel Islands, and Southern California. But we'll be in San Diego for the start of the Baja Ha-Ha in early November.

As we leave, we'd like to say 'thank you' to those important people/businesses that put the special final touches on our *Tayana 37 Passion*: Barbara, of course, at Golden State Diesel; Chuck and Paula at Alameda Prop; Lynn of McMullen Co.; Pete at Mariner Boat Yard; and Bob Brown of Custom Yacht Service, Stockton.

We also want to send a special thanks to *Latitude* and its staff for all the great articles and publications over the years. We look forward to sharing our past issues with new friends during our adventures.

We never say good-byes, because we know that the odds are high our paths will cross again in the future. As such, we join the ranks of cruisers who say, "Just Do It!"

Jerry and Audrey Foster
Stockton Sailing Club
KF6DTX & KF6DTY

Jerry & Audrey — One announcement and one request:

1) Please note in Sightings that we've changed the starting date of the Ha-Ha from November 3 to October 28. It's unavoidable.

2) Can we come up with a new slogan to replace "Just Do It"? That one is so now irreparably associated with Nike, horribly overindulged athletes, and a multibillionaire majority shareholder who scours the world to find the cheapest possible labor. It's the very antithesis of cruising. 'Off to see the world' — geez, anything would be better.

THE LEGAL RAMIFICATIONS

While sailing on the Bay last Sunday, I heard the following conversation on channel 16:

"Coast Guard, this is the vessel _____. I want to report a sailboat that's been dismasted and is in trouble off Alcatraz."

"Vessel, this is the Coast Guard. Can you render assistance?"

"Coast Guard, I probably could render assistance, but my insurance and the possible legal ramifications won't permit me to do so. I will stand by, though, until you get here."

My crew and I had quite a discussion about this conversation, but were unable to resolve the following questions:

1) Does the 'Good Samaritan law' apply on the water as it does on land?



VALLEJO MARINA

42 Harbor Way
Vallejo, CA
94590

Fax (707) 648-4660
(707) 648-4370

July Special 10%* Fuel Discount

Art & Jazz Festival

August 24-25

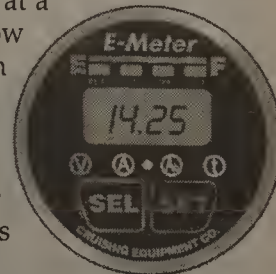
Guest Docking Available
Advance Booking
Discount
Thurs. pm - Sun. pm
\$25.00

*Usual Discount
for Permanent Berthers
Latitude 38

Going Cruising?

Don't let discharged batteries spoil your trip. Cruising Equipment's E-Meter shows you the volts, amps and amp hours of your primary battery bank at a glance! With the E-Meter you will know how much power you have and when it is time to recharge your batteries.

Now In Harbor Electric will include the E-Meter FREE with the purchase and installation of our Cruiser's Special. This package is cruiser tested!



CRUISER'S SPECIAL • FREE E-METER

- 2 - 240 amp 6 volt batteries
- 1 - 750 CCA starting battery
- West Marine 90 amp alternator
- Alpha regulator
- Choice of:
130/2 battery combiner or
140/2 with parallel Batt Max
- Engine battery switch
- Battery box for 2-6 volt batteries
- Battery box for 1 GP 27 (start batt)

YOU COULD PAY OVER
\$1,200 FOR THIS SYSTEM

OUR PRICE **\$860**
IS ONLY

Save \$340 and the E-Meter is FREE. If you only need the alternator and regulator the E-Meter is still only \$100 - a savings of \$99 over West Marine's price. **CALL TODAY**, limited to first five buyers! Offer good through July 31, 1996.

IN HARBOR ELECTRIC

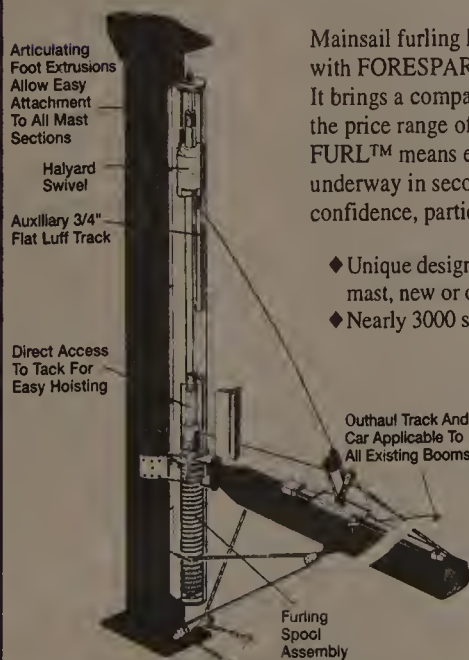
Remember In Harbor Electric - We work hard so that you don't have to.

510-236-5419

E-Z FURL™

MAINSAIL REEFING & FURLING

Four Size Configurations
For Boats 24 to 60 Feet



Mainsail furling has been refined to a high level with FORESPAR® E-Z FURL™ mainsail system. It brings a compact and efficient furling system to the price range of the average boat owner. E-Z FURL™ means easy and safe furling...getting underway in seconds, reefing simply & with confidence, particularly in heavy weather.

- ◆ Unique design allows installation on nearly any mast, new or old.
- ◆ Nearly 3000 satisfied customers.



AVAILABLE FROM



SAILMAKERS

(800) 883-7245

(415) 332-4104 • Fax (415) 332-0943
466 Coloma St., Sausalito, CA 94965

FOR 3 PAGES OF INFORMATION FAXED
TO YOU FREE CALL (800) 883-7245



- ★ Easy Access from Marin and the East Bay
- ★ Dry Boat Storage Available — Ready for summer
- ★ FREE 24 Hour Double Wide Launch Ramp
- ★ Berths Available 26' to 70'
- ★ Restaurant and General Store Within Walking Distance
- ★ 24 Hour Security
- ★ Laundry Room
- ★ Storage Lockers Available



Home of the
Marina Bay
Yacht Club

FREE DAY USE GUEST BERTHING

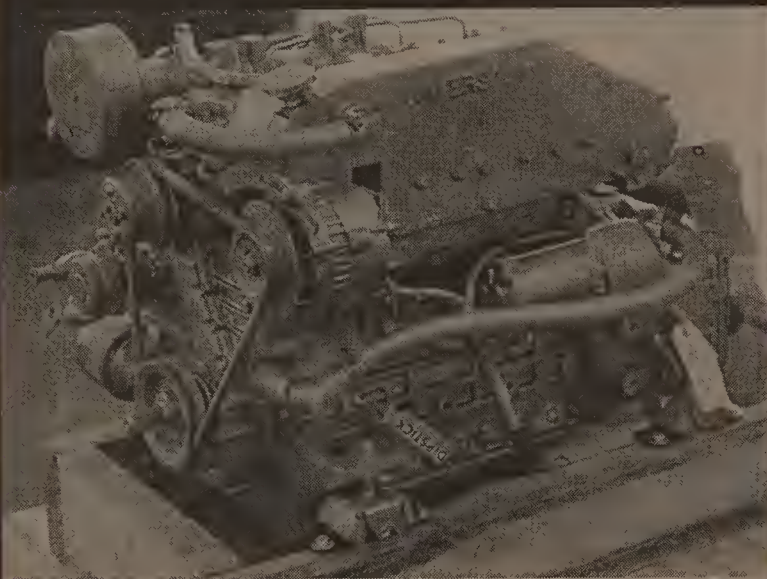
Visit, drink and dine at the fabulous
waterfront Salute restaurant!

Guest docks on "G" Dock across from the harbormaster's office.

1340 Marina Way South, Richmond, California 94804
Richmond Marina Bay Harbormaster

Call Today (510) 236-1013

SUMMER ENGINE SALE!!



Seapower is dedicated to the care and service of your boat's mechanical systems. Our 12,000 square foot store is stocked to the gills with everything from engines to water heaters and fuel filters to toilets.

**Call today today for best
prices & 48-hour turnaround.**

DIESEL ENGINE CLASS

Service & troubleshooting

Wed. July 17 • 6:30-8:30 pm • \$25

Advance registration required • class size limited

Volvo • ZF • Perkins • Borg Warner
Morse • Fram • Ford Lehman • Racor
Marine Power • OMC • Mercruiser
Johnson • Sealand • Marine Muffler • John Deere
Universal • Westerbeke • and Much More

 **Seapower**

333 KENNEDY STREET, OAKLAND, CA 94606

(510) 533-9290

Fax (510) 534-0908

UNDER NEW
OWNERSHIP

LETTERS

2) Where would one stand legally if, while rendering assistance, you accidentally damaged the other boat or hurt someone you were trying to help?

Larry Brown
Chumash
Monte Sereno, CA

Larry — One of the hallmarks of a contemptible legal system is that citizens are hesitant to come to the aid of the others because they're concerned they might be sued if something goes wrong.

We — like 99% of the population — don't have any idea if there even is a 'Good Samaritan' law, and if there is, whether it only applies to doctors. The one thing we know for sure is that even if there is such a law, some clever lawyer will try to attack it or circumvent it, thereby making sure that even if you're completely innocent, your life will be dramatically disrupted and that they'll be huge legal bills to pay.

All this could be eliminated, of course, if judges were armed and authorized to shoot offending lawyers on sight. Unfortunately, our legal system has a lot of evolving to do before we reach that desirable stage.

So what do you do if you find somebody in distress? You temporarily put it out of your mind that you're a hostage of the U.S. legal system and fall back on the 'golden rule'.

⇓ SPREAD THE WORD ABOUT SERVICE ISSUES

I recently read your comments in *Latitude* regarding your PowerSurvivor 80 II. I was surprised to hear your problems and want you to know that we are ready to do whatever it takes to ensure that you are satisfied with your PUR Watermaker.

Our technical support staff provides top-notch customer service. However, in order to resolve your problem, we need to know about it. So please spread the word that if anyone is having service issues, they should give us a holler. We'll even call back on our nickel.

To address your problems and to inform other cruisers, I will review some of the things which may contribute to decreased fresh water product. By the way, these recommendations are applicable to both the PowerSurvivor 35 and PowerSurvivor 80. Failure to follow these guidelines may result in decreased water product in the short term or pump and/or membrane damage over the long term. This is particularly true when using watermakers in challenging conditions, such as in the Sea of Cortez. Higher than normal salinity, temperature, and silt content in the seawater make this area the ultimate testing ground. As with any piece of mechanical equipment, the more severe the operating environment, the more important recommended maintenance becomes.

You should carry an Extended Cruising Kit with you, the contents of which are: (1) Repair Seal Kit, (6) 30-micron polyester prefilter cartridges, (1) Membrane Cleaning Kit, (1) Bottle Membrane Preservative or biocide. The cost is \$156 for the Power Survivor 35, \$190 for the PowerSurvivor 80.

Avoid installing a watermaker unit in the engine compartment, as air circulation is necessary to cool the electric motor in warm climates.

Rinse the prefilters frequently during regular use. If this precaution is not undertaken, silt can gather in the prefilters and eventually enter the unit. This may also constrict the flow to the watermaker, causing lower water output. You might consider replacing the prefilter housing with a clear housing as this will help you get a visual sense of when your prefilters need to be rinsed. When the cartridge has lost its original rigidity, it is time to replace it. Finally, be sure to use a polyester 30-micron prefilter. Paper filters will break down too quickly and may disintegrate, causing additional problems.

Understand when to utilize Membrane Preservative or biocide solution. Under normal circumstances, if your Watermaker is inactive for as little as one week, you should run biocide through the unit. The biocide process serves to prevent flowering of residual nutrients left in the membrane after each use (See instructions in the Owners



THE CHOICE IS YOURS

You're hit by a squall and you're sailing in big, breaking seas. You don't want to round up to reef or lower your full batten mainsail. You just want it down. Now! With 100% reliability and no hassles. Is that possible? Yes, and only yes if you have a ball bearing batten car system.

The problem with long battens is that they apply load on their cars from all directions. They push and pull and above all, they torque and twist. Slide systems, no matter how slippery, won't do the job. Recirculating ball bearings sliding in a "V" groove will roll regardless of the angle of load.

Harken Battcar® systems use only recirculating ball bearing batten cars and feature all new batten receptacles and headboards which are lighter, easy to remove and cost less.

Insist on the system that is designed to keep your mainsail under your control. Under all conditions. On all points of sail. Not just on a sunny day at the dock. The choice is yours.

HARKEN®

1251 East Wisconsin Avenue, Pewaukee, Wisconsin 53072
Tel: (414) 691-3320 • Fax: (414) 691-3008
Web Site: <http://www.paw.com/sail/harken/>

HARKEN USA

Bay Riggers, Inc.

Bay Riggers is a unique store that specializes in sailboat hardware. We provide knowledgeable service, quality products, and discount prices. Open Monday through Friday 8 to 5, and Saturday 10-4.

BLOCKS SHACKLES CLEATS
ROLLER FURLING SYSTEMS
HARDWARE WINCHES
TOOLS SPARS ROPE
LIFELINES

Bay Riggers

INSTALLATIONS
Hardware Furlers

REPLACEMENT
Shrouds halyards lifelines

SPAR BUILDING
Masts Booms Poles

FABRICATION
Custom Hardware

INSURANCE QUOTES
Rig Replacement

(415) 332-5757

2346 Marinship Way Sausalito, Ca

LETTERS

Manual). Note: Repeated failure to follow this procedure could lead to serious problems. A clogged membrane will force the pump to work at higher than normal pressures and eventually may stress the pump body to the point where it will cause undue wear on the O-rings, check valves and pump body.

Discard the first 20 minutes of product flow after storage or biocide treatment.

Know that units will perform optimally when used every day. This is preferable to running the unit twice weekly for extended periods.

Install a Repair Seal Kit after each 800 to 1000 hours of use. Think of this as your car's 3000-mile oil change. Seals will wear with use. This wear will eventually result in leakage from the pump manifold and a subsequent decrease in water product if not changed according to the above schedule. The Repair Seal Kit is a set of all O-rings and check valves contained in the unit. It comes with complete instructions and is easy to install. Note: harsh conditions and improper maintenance may accelerate this time frame somewhat.

Utilize the Membrane Cleaning Kit at least once a year to purge the system of stubborn biological growth or mineral scaling.

Please keep in mind that watermakers are designed for blue water cruising. They should not be used in a harbor which might be contaminated with chemicals or petroleum-based substances. If you find yourself needing the Watermaker under questionable circumstances, you should carefully consider a more elaborate prefiltration system than the one which comes with the unit. I would recommend that you use a 5-micron polyester prefilter in series after the 30-micron prefilter. However, in order to ensure that the product gets enough water flow, you should add a small booster pump to the system. Consult your local retailer as to the appropriate pump size and power.

Please contact me directly at (800) 945-7873 ext. 364 or (612) 797-8364. Fax: (612) 797-8277. If I am unavailable, ask for a Technical Support Representative.

Gayle and Pat, I hope to talk with you so we can solve your problem. In the meantime, I trust this outline is of some use to you.

P.S. to *Latitude*: I noticed that *Changes* had some negative things to say about the PUR PowerSurvivor 80, and frankly, I was left feeling that this blurb was somewhat of a low blow. In contrast to your characterization, the PowerSurvivor 80 has a strong reputation for being extraordinarily efficient and trouble-free. We stand behind this product 100% and are ready to help each and every customer address any concern.

Christian Johnson
Marine Products Manager, PUR Watermakers
Minneapolis, Minnesota

Christian — We at Latitude confess to being a little steamed at PUR. We bought our PUR 80 just prior to a trip from California to Turkey via Panama and the Med. Although it was professionally installed and maintained, we got almost no use out of it. It was easily the least productive and most troublesome piece of gear on the boat.

When we flew over to meet the boat in Europe seven months into the trip, it was supposed to be with new seals and O-rings — in the hope they would revive the unit. Unfortunately, the tech at PUR hadn't shipped them by the date promised, so we had to do without a watermaker in Spain, France and Italy.

When we returned to the States a month later to reorder the replacement seals and O-rings, a tech attempted to sell us a new stainless pump for something like \$400. When we inquired whether there was anything wrong with the pump that had come with the unit, he said 'no'. So why was he trying to sell us a \$400 pump we didn't need?

Fully aware there were two different types of pumps used for the PUR 80, we double and triple-checked with the tech that he was sending us the right stuff. After all, there aren't any PUR dealers in Greece and Turkey, and shipping to a moving target in that part of the

PACIFIC COAST CANVAS



Take advantage of our
FREE work slip on the
water at Grand Marina

2021 ALASKA PACKER PLACE
ALAMEDA, CA 94501

(510) 521-1829

SAIL

- Dodgers that blend strength and grace.
- Racing sheet bag organizers.
- Comfortable waterproof cockpit and cabin cushions.
- Quick release foredeck jib bags.
- Special binnacle and mainsail covers.
- Gortex and Lexan options.

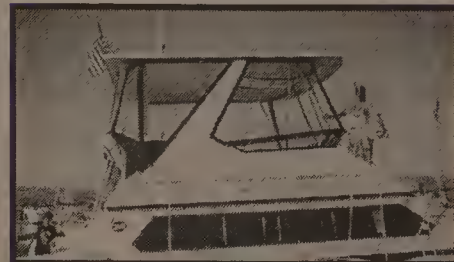
CRUISING

- New liveaboard mattresses.
- Solar panel implants.
- Sailing awnings with water collectors and mosquito netting.
- Hatch ventilators and screens.
- Sailing hammocks.
- Cockpit weather cloths with map pockets and side windows.
- Locker organizers and tool rolls.

Design, Service, Quality.

POWER

- Bimini tops and enclosures built to look good and last.
- Exterior Olefin carpeting.
- Delta screens and covers.
- Distinct flybridge cushions.
- Trailerable full boat covers.
- Largest fabric selection.



Why Do Serious Ocean Racers Choose ALPHA PILOTS?

Because For Over 20 Years ALPHA PILOTS Have Delivered The High Performance, Reliability, And Low Power Consumption These Competitors Demand!

Bill Stange - Olson 30 "I sailed my Olson 30 'Intense' in the single handed TRANSPAC San Francisco to Hawaii race using an Alpha 3000. I was able to set a new record of 11 1/2 days beating the previous record by 1 1/2 days. The Alpha pilot was critical to my success. I have used other self steering systems but nothing offers the speed or performance of the Alpha pilot."

Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



A World Class Product Built In The U.S.A.

Alpha Systems Inc. 1235 Columbia Hill Rd., Reno, NV 89506 (800) 257-4225



CASS' MARINA

SAILING SCHOOL & CHARTERS

(415) 332-6789

CASS' MARINA's course

is an introduction to sailing small keelboats (22'-27') on San Francisco Bay. U.S.C.G. licensed, U.S. Sailing certified skippers review safety, sailing basics, sail theory, local knowledge, tides & currents, chart

reading, knot tying, outboard motor operation and heavy weather sailing. Each participant gets experience as the skipper. Life jackets are worn at all times and we maintain a 4 to 1 student/instructor ratio. The course includes, membership to U.S. Sailing, Cass' Marina T-shirt, textbook and a viewing of our sailing videos. — \$500.

Young Adult Sailing



1702 Bridgeway (at Napa St.) in Sausalito.

Find us on the Web - <http://www.sonic.net/cass>

SUMMER SESSION I:

July 9 - July 19

Week one:

9:30 a.m. - 12:30 p.m.

Week two:

1:00 p.m. - 4:00 p.m.

SUMMER SESSION II:

July 23 - August 2

Week one:

9:30 a.m. - 12:30 p.m.

Week two:

1:00 p.m. - 4:00 p.m.

SUMMER SESSION III:

August 6 - August 16

Week one:

9:30 a.m. - 12:30 p.m.

Week two:

1:00 p.m. - 4:00 p.m.

SUMMER SESSION IV:

August 20 - August 30

Week one:

9:30 a.m. - 12:30 p.m.

Week two:

1:00 p.m. - 4:00 p.m.

**ADULT LESSONS, PRIVATE YACHT
CHARTERS & RENTALS TOO!**

LETTERS

world isn't worth the effort. But sure enough, when we opened the package in Greece, it had the seals and O-rings for the stainless pump we hadn't bought! When we returned to the States, we called the tech to explain to him how important it is to send the right stuff, but we couldn't. He was no longer with the company. Thus your "our technical staff provides top-notch support" statement rings a little hollow with us.

To make a long story short, we went without the watermaker in Greece and Turkey, in Malta and Tunisia, in Morocco and the Canary Islands, and all the sticky, save-all-the-water-we-can trip across the Atlantic. We finally turned the entire unit in to watermaker specialist Julian Gildersleeve at Antigua. After a \$200 inspection, he came up with the following:

1. Crack in the motor/gear case. The motor runs for five minutes with slow increase in amperage and eventual seizing and trip of fuse. Motor gear unit requires replacement.

2. High pressure pump. Has a slow leak. System interconnect pin has been assembled at 45° to correct angle with a newly drilled hole. Not easily able to strip for evaluation.

3. Membrane is fine and the salinity monitor was not tested.

Recommendation: Probably better to replace the system as parts will probably be 2/3rds the cost of a new one."

Having made do without a watermaker twice across the Med, once across the Atlantic, at Antigua Sailing Week, in Hispaniola and in Cuba, you can probably understand why we haven't yet gone to the hassle and expense of getting the old unit fixed or replaced.

We're sure most people have had much better luck with PUR watermakers, but that's our story. To read about someone who had more success with their watermaker, see this month's Changes.

⇕WE KNOW, WE TRIED TO MOVE BACK ASHORE

In response to Anonymous from Sausalito on page 50 of the May issue, we think he'll discover that "the habits, tastes, wants and needs of the liveaboard and cruising lifestyle" do indeed "endure when liveaboards move back to traditional dwellings." Anonymous says that out of all the liveaboards and cruisers he's met, all of them "expect to be back on land at some point." But we suspect the reason he's not met any of these elusive creatures yet is that they never manage to return to the conventional lifestyle for very long. We know — we tried!

We became liveaboards almost by accident back in our native England — where you have to be tough to endure it. We loved it and lived it for several years, but eventually found ourselves back on land.

Old habits die hard, however, and while living on land we never did get into the habit of brushing our teeth in running water. Such a waste, you know. Besides, in the winter we usually had to carry every drop on board via bottles filled at indoor taps — faucets to you — as all the outdoor water sources froze up. We now have a solemn respect for fresh water from whatever source.

Similarly, we continue to respect any source of power that most folks take for granted. Light at the touch of a switch, for example! And like the Wanderer, we often regard others' possessions with puzzlement — why would anyone need so many changes of clothes and so much furniture?

We knew, however, that we were somehow destined to return to living on the water. We tried 'weekend sailing', but hated it. We wanted all or nothing — but didn't think we could afford to return to the water fulltime.

In any event, we decided to take six months off and came to the States for some land-based wandering. So we took off in a motorhome and covered may thousands of miles before arriving at San Diego. We started looking at boats, and as soon as we discovered we could almost afford to buy something very modest, we knew we were lost! Yes, we bought a rather elderly Catalina 27 we named Windsong, threw away our return tickets to England, and got our tourist visas extended.

BAY



SHIP

& YACHT CO.

- Gas/Diesel Engine Service
- Electrical Repair & Installation
- Mast & Rigging Repair
- Towing Service
- Fiberglass & GelCoat Repairs
- Fiberglass Blister Work
- Sandblasting/Painting/LPU

- USCG Cert. Welders, Steel/Aluminum
- Shipwrights & Caulkers
- Prop & Shaft Work
- Chandlery
- Do-It-Yourselfers Welcome
- Insurance Work Welcome
- Indoor Paint Facility

COMMERCIAL/PLEASURE/POWER/SAIL

HAULOUTS ON SHORT NOTICE

1-800-900-6646

FAX (510) 237-2253

Steve Taft, Manager

310 West Cutting Blvd., Pt. Richmond, CA 94804



\$99

HAUL OUT

with any
bottom job by
Bay Ship &
Yacht

Paper or Plastic?



One of the most important investments for any boater is charts. Waypoint stocks a complete selection of NOAA, DMA, Imray, and Canadian charts that covers the West Coast through the Canal and Caribbean. Going further? We'll order charts from any agency—overnight! Copies, too! **New! Mexico chartbooks!**

Prefer computer navigation? Waypoint is the source for NOAA, Maptech, Canadian, Infonav, and ARCS charts on disk. Or, if you're ready for a complete computer nav system, Waypoint is your one-stop shop! We offer dozens of software choices or complete systems with prices starting at **\$2195 including the computer!**

Waypoint will be closed on Sunday during July.



WAYPOINT

Nautical books, software, charts, & more
IN GRAND MARINA AT 2051 GRAND STREET, ALAMEDA, CA 94501
TEL: (510) 769-1547 • EMAIL: waypoint@dnai.com

E-mail?

While cruising?

Yes!!!

With your SSB and

PinOak Digital

Available from...



Specializing in
marine SSB and Ham
for cruisers

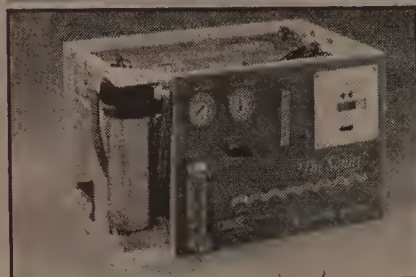
2021 ALASKA PACKER PL. #2
ALAMEDA, CA 94501
(510) 814-8888
FAX: (510) 814-9055
in the Grand Marina Marine Center
New Hours! Fri. 10-5, Sat. 9-1

Village Marine Tec.™

Watermakers "Simply the Best"



Modular Unit



State-of-the-art desalination built for high output, low power consumption and simple, reliable operation.

- AC, DC and engine driven units for boats of all sizes.
- From 6 GPH to almost unlimited capacity.
- Sales
- Installation
- Service

Call to find out how convenient and affordable a state-of-the-art water-maker can be.

CRUISER'S SPECIALS

See the Village Marine Tec Products
In Our Showroom - Call For Appointment



**BAY
YACHT
SERVICE**
Since 1979

**Alameda, CA
510-521-9968**

Specializing in
Complete Battery Power & Cruising Systems

Stem to Stern

Marine Services

YOUR MAINTENANCE REPAIR COMPANY

FROM A SINGLE TASK TO A COMPLETE YACHT RENOVATION

Including guaranteed blister repair to
complete plumbing systems, we do it all!

"IF YOU HAVE A PROJECT - WE HAVE A SOLUTION"

Sealand

(510) 865-2801

AWLGRIP

Located in Grand Marina Boatyard

LETTERS

What now? Could we tackle Mexico with *Windsong*? If so, then what? We'd love to have some feedback on this please, and promise to consider all suggestions carefully.

By the way, we identified immediately with Rick and Christie of page 83 of the June issue. Liveaboards have so much in common — despite often apparently having nothing in common save living aboard. 'Live and let live' seems to truly rule the waves.

P.S. New to the U.S. boating world, we just came across our very first copy of *Latitude 38* — and we love it!

Val North and Phil Symonds
San Diego

Val & Phil — We don't know if you want to hear this, but about 10 years ago there was a guy from the Virgin Islands who bought a Catalina 27, beefed up the chainplates, and then sailed around the world. Had a damn good time, too!

↑↑MANY GOOD AVENUES FOR LEARNING TO SAIL

Max Ebb's *Doin' That Crazy Hand Jive* article in the June issue makes some excellent points about learning to sail. It addresses four educational pathways: 1) College or community sailing clubs, 2) Private instruction, 3) Sailing schools, and 4) Racing. My experience has taught me that these pathways are as similar as they are different. While each has a primary focus, their faculty possess a wide spectrum of skills, experience and resources.

After reading his column, I feel Max leads me to conclude that club sailing, private instruction and racing are excellent — although not necessarily affordable — ways of learning to sail, while sailing schools are not. It is true, in my opinion, that some sailing schools are better than others and that some are downright awful. But I could make the same comparison relative to private instruction, sailing clubs and racing teams. So why cast a shadow on sailing schools, which are one of the many useful resources for education within the sailing community?

I'm a very active and serious racer on the local circuit, regularly sail dinghies on inland lakes, and belong to a reputable sailing school that offers excellent sailing instruction in both ASA and US Sailing curriculum. I sail dinghies for the pure joy of it. Racing has challenged me to get the most from the boat and myself while exposing me to dramatic situations less common to cruising. As a result, I've gained greater confidence and the ability to remain calm and focused in otherwise adverse circumstances.

At the sailing school I learned a variety of practical skills, such as crew overboard recovery (3 methods under sail), inboard and outboard power plants, boat systems, first aid at sea, weather prediction, how to anchor (Bahamian, Mediterranean, swinging circles, holding ground, and yes, properly recovering a mooring ball). Also, with more than 30 boats, I've gained broad experience with many makes, models and sizes of boats. Furthermore, the school offers charter 'share cruises' so I can voyage on larger boats with more experienced crew and obtain big boat skills/confidence with minimum risk.

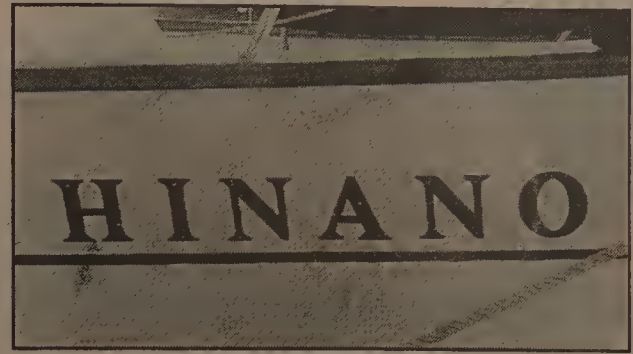
The mooring fiasco Max witnessed was, unfortunately, not all that uncommon here in our local waters. Racing sailboats and sailing dinghies would not have prepared the couple to recover the mooring ball on a large racer/cruiser charter boat. The problem isn't a lack of qualified instructional institutions; there are many. As I see it, the problem is a lack of respect for the forces of nature — especially here in the Bay where so many of these forces are on steroids. The onus is on every skipper to decide to sail or not to sail based on his/her own capabilities, crew, vessel, conditions, etc.

At the sailing school where I belong, you must demonstrate an ability to perform the practical skills associated with a given certification level, in addition to the written exams provided by the certifying organization. Upon obtaining Bareboat Cruising certification, you would qualify to charter a boat of the size and type

VARIETY IS THE SPICE OF LIFE



Sieze the Day



or a Frosty



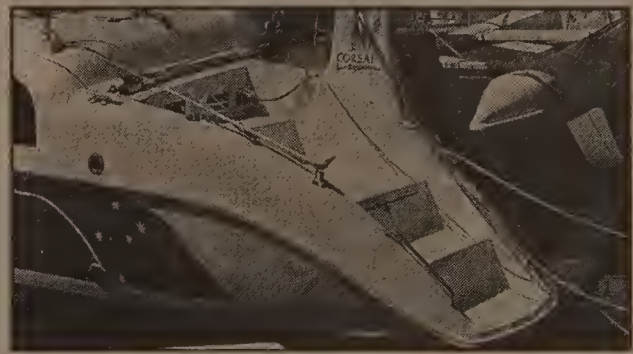
Two Hulls...



Or Three



Classic



Modern



Take It Slow and Easy

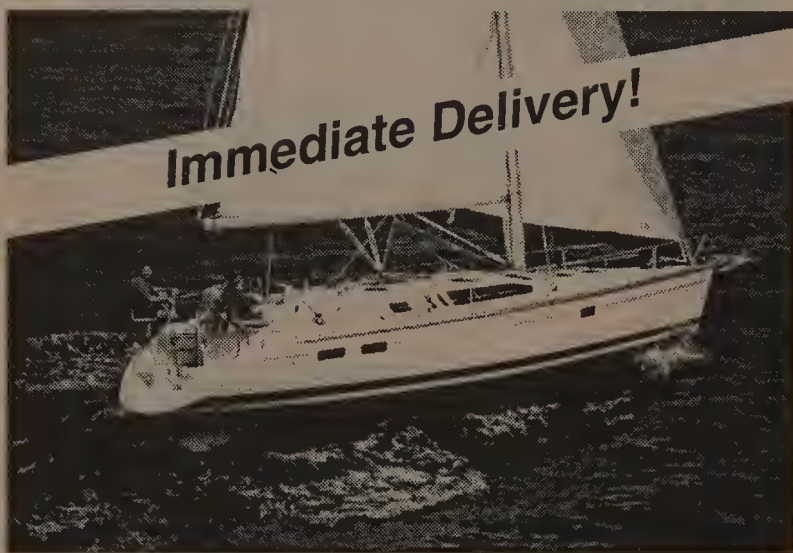


Or Fast and Fun

Marina Village... Full of Spice, Full of Life

MARINA VILLAGE
Much More Than Just a Marina
(510) 521-0905

LEASE A NEW HUNTER FOR ONLY \$199 A MONTH!



You've fallen in love with a new Hunter. A new sailboat would be great, but the bank wants a big down payment, and with mortgage payments, berthing, maintenance, insurance, taxes, and all, it adds up. And, you're busy. Much as you'd like to kick back and do a lot of sailing, your busy schedule doesn't justify full-time ownership.

Your worries are over. Sailing Lifestyles has invented the "Yacht Leasing System."

Now you can sail a new Hunter for a fraction of the usual cost. One low payment covers your share of a *fully* equipped sailboat, berthing, professional maintenance, insurance, taxes... everything. There are no hidden charges. When you arrive at the dock to use your boat, it will be clean, fueled and ready to sail. Just climb on board and cast off. That's all there is to it.

How *low* is a "low payment?"

To sail a new Hunter 29.5, \$824 down and \$199 a month will get you underway. A new Hunter 42 is only \$861 down and \$379 per month. Other models fall in between.

What could be simpler? Call today for a free brochure.



Sailing Lifestyles
Yacht Leasing System

Alameda • (510) 865-0400
Sausalito • (415) 332-8001

LETTERS

indicated by Max in the article. Now let's scratch past the surface a little.

The class generally consists of students who possess similar skills and experience. It is the instructor's task to evaluate each student's ability to command the vessel through his/her understanding of each position, being able to clearly define and communicate them to the crew. Crew overboard recoveries are a good measure of a student's ability because it requires understanding all points-of-sail, how to accelerate and decelerate the boat, the effect of current and leeway, command of the crew, and so forth. It would be nearly impossible to consistently and successfully perform these maneuvers accidentally. That's why, at the school where I learned, crew overboard recoveries are used as a part of the testing curriculum at every level of certification.

Let's keep scratching. You can achieve Basic Cruising certification, allowing you to charter vessels to 30 feet in just four weekends. This means if you begin with absolutely no experience at all, you could be commanding a 30-foot vessel in San Francisco Bay with only four weekends of experience to your credit. Hmmm. Another long weekend and you can achieve Bareboat Cruising status which means boats to 50 feet! That's why the better schools require you to document 10 charters on 30-foot boats — after earning your 30-foot certification — *before* you can begin the 50-foot certification classes. This allows the skipper an opportunity to practice newly-acquired skills and gain valuable experience.

Again, it is worth stressing: the onus is on every skipper to decide to sail or not to sail based on his/her own capabilities, crew, vessel, conditions, etc. *Latitude 38* liberally offers the most sound advice known to sailors throughout the world . . . apply common sense! To the skipper with 50-foot certification who hasn't sailed in longer than he/she can remember and wants to take a charter on a large boat with only one inexperienced crew, apply common sense, and take responsibility for the voyage before you embark! Find additional crew, take a smaller vessel or don't go! I've witnessed prospective charter skippers being advised by my sailing school to reconsider their choice of charter vessel due to a number of reasons. I think this is appropriate. We should all adopt the method of thinking where we accept some responsibility for what happens on the water.

My point is, there are many good avenues for learning to competently handle a sailing vessel. Certainly sailing clubs, private instruction and racing are among them, but I also believe sailing schools are equal in this capacity.

Spyder
Bowman, Team Partagas
Northern California

⇕ HE NEEDS TIME ON THE BRIDGE

The short answer to the letter by "that guy Wiley" by "this guy Wijsen," is that he must not smoke — not even the good stuff. Those days are gone, but his comments — resembling assurances from government agencies and shipping companies that small craft safety is not jeopardized by poor watchkeeping and over-reliance on technology on merchant vessels — are too misleading.

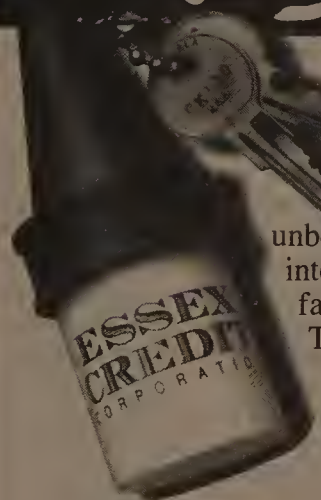
First of all, if Wiley's principal point is that he witnessed proper watchkeeping on the U.S. ships he was on, he might note my statement that U.S. vessels maintain somewhat higher standards than most. His secondary point — that small craft better assume all responsibility for avoiding collisions with ships because of deficiencies in radar, radio, and visual watches — accurately reflects what I wrote.

But why does Wiley see the situation differently than I? Because, as he admits, he's not familiar with foreign flag vessels — which is where the worst watchkeeping happens. And foreign flag vessels account for 95% of the world's merchant fleet!

At one end of the spectrum, the modern ships with essentially automated watchkeeping that make them deaf and blind to small craft, are often under a Scandinavian flag. At the other end, clunkers

Boat Loans Made Easy...

Just Add Water!



Essex Credit finances new and used boats from the smallest day-sailor to the largest motoryacht. We offer the best deal going... unbeatable loans at unbeatable interest rates. Extended terms... fast convenient, discreet service. That's why we're America's leader in pleasure craft financing. Don't wait. For the best boat loans available call

JOAN BURLEIGH
800-442-6281

2415 Mariner Square Drive
Alameda, CA 94501

At Essex Credit we make getting that boat loan easy...*just add water!*

ESSEX
CREDIT
CORPORATION

Loans will be made or arranged pursuant to a California Department of Corporations Personal Property Broker license or Consumer Finance Lender license. Minimum loans \$10,000.

You're guaranteed to learn to skipper a 30 foot sailboat on San Francisco Bay in just 8 days or it's FREE!



Summer Special - 8 Day Course Only \$695!*

Even if you've never sailed before, our expert US Coast Guard licensed captains will have you confidently skippering 30 foot, \$75,000 sailing yachts in just 8 days. You will be awarded your *US SAILING* "Basic Cruising Certification" which allows you to charter up to a 30 footer and is recognized world-wide. *If you don't pass this course, we will continue your instruction FREE, until you do pass!* And, we'll give it to you in writing

Learn with the best!

Club Nautique is ranked by independent authorities as one of the best sailing schools in the USA.

US SAILING Keelboat Certification System

No other school offers as strong a guarantee, as new a fleet, as many classes to choose from, or better instructors, and you can take classes in Alameda or Sausalito.

Sign up to sail this summer and save!

This course consists of 8 full days of training aboard 24-30 foot sloops. You will learn to sail boats with both tiller and wheel steering and both outboard and inboard engines, so you'll be a *complete* sailor. Also included are your textbooks, all tests, certifications and accommodations aboard the boats (if you stay with us). Any additional training required per our guarantee is, of course, *free*. The total retail value of this package is over \$1,500, but if you sign up now for classes this summer, it's only \$695!*

Call today for free brochure and class schedule.



Club Nautique

1-800-343-SAIL • (510) 865-4700
1150 Ballena Blvd., Alameda, CA 94501

1-800-559-CLUB • (415) 332-8001
100 Gate 6 Road, Sausalito, CA 94965

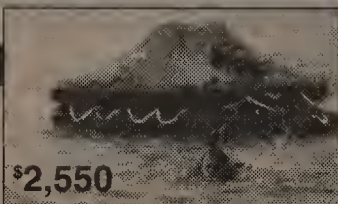
* Weekday classes. Weekend classes: \$795

Safety & Survival Equipment at Factory Direct Discount Prices with Factory Warranties.

EASTERN AERO MARINE

TRIUMPH MODEL

6 person, twin tube design, canopy, sea anchor, ballast bags and locator light. **USCG COASTAL APPROVED.** For coastal boaters, light weight and compact for easy stowage.



\$2,550



TOPAZ LIFE RAFTS

Automatic inflation, canopy, ballast bags and emergency kit. Compact and light weight for easy stowage. Single tube, dual chamber design. The most popular raft we sell. Excellent value at these low prices.

4-person \$1,285 6-person \$1,525 **We take life saving seriously!**

INFLATABLE FLOTATION VESTS

Heavy duty, yet light weight, compact and comfortable so you can wear it all the time. Specify S/M/L.

• **Automatic CO₂ Inflation, 35lbs. of flotation, with built-in sailing harness,** stainless steel buckles & D-rings. **Inflates within five seconds.** Includes manual back-up and top-off. The best for blue water sailors. **\$114**

• **Manually activated CO₂ inflation, 35lbs. of flotation, with built-in sailing harness.** Above vest with manual inflation, manual back-up and top-off. Specify S/M/L. **\$95**

• **Automatic CO₂ inflation, 35lbs. of flotation, with standard harness.** Includes manual back-up and top-off. S/M/L. **\$85**

• **Manually activated CO₂ inflation, 35lbs. of flotation, with standard harness.** Includes manual back-up and top-off. The most popular vest for pleasure boaters. Specify small or medium/large. **\$65**



American OmniTech makes it affordable!



ACR Satellite 406™ EPIRB - Summons emergency help anywhere you are in the world. The most compact and powerful radio beacon. Manually deployed, meets category II specs. Totally weather proof and buoyant. Plus, it floats. Built in strobe. 5 year warranty. 10 year lithium battery. Distress search and rescue signals on 121.5 MHz and 243. **"CALL FOR SPECIAL PRICING"**

SEE AT NIGHT! NIGHTVISION SCOPE

Tough, aluminum/ titanium case houses powerful nightvision tubes & illuminators! Designed for one-handed use. Includes carrying case, lens cap and instructions. Uses 2 AA batteries. Limited quantities.

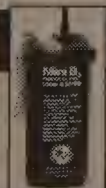
JUST \$399



Firefly₂™

Xenon Rescue Strobe
SOLAS & USCG approved.

**"CALL FOR
SPECIAL PRICING"**



ACR Mini B2™

Tiny, personal EPIRB.
5 year warranty, lithium
battery. Less than 2 lbs.

**"CALL FOR
SPECIAL PRICING"**

12 VOLT BOOSTER PAC

Very powerful & lighter than a battery. Start your car or boat! Boost rate 250 amps. Provides up to 13 hours use for 15 watt appliances or 3.5 hour use for 40 watt appliances. Includes power cord, adapter and recharger. **JUST \$109.00**

NEW TECHNOLOGY! TakeCover

Prevents rust! Protects your tools, tackle, binoculars or radio. Great for guns and other equipment too!

Each cover/organizer is lined with INOSIL™ the microporous material that stops rust in humid and hot conditions with a shield of high-tech protection.

Tool attaché **\$46⁹⁵** 10 piece tool pack **\$20⁹⁵** Zippered Utility Bag **\$38⁹⁵**

1-800-696-9580

CALL 24 HOURS

SHOPPING MADE SIMPLE & FAST
VISA & MASTERCARD ACCEPTED

Your Safety Source

**AMERICAN
OMNITECH**

LETTERS

with defective, antique radars are commonly under Asian, African or flag-of-convenience registry.

Wiley contends that no ship leaves port without two operational radars, one of which is kept on continuously. You wanna bet? But even if all ships had operational radars on departure, ask local radar techs whether all arrive with even one operational — particularly in ports where 'rust buckets' still carry most of the trade.

Wiley mentions that radar failures are immediately reported to the captain and/or radio officer. Big deal! I sailed with close to 100 captains, but never met one who could repair a radar. And even though the U.S. and a few other nations such as Japan and the former U.S.S.R. train radio officers to fix radars, the overwhelming majority of the world's 'sparks' are dots-and-dashes men. I should say were, because they are a dying breed. The position of Radio Officer is being eliminated as we speak.

Wiley also stumbles in claiming that the AB (able bodied seaman) on watch also continuously checks the radar. To accomplish that, the AB must be inside the wheelhouse. Is he in fact a look-out? On paper only. Commonly this AB, who is not a radar observer and is not allowed to touch the radar on any ship that I've been on, stands behind the wheel/autopilot — some eight feet or more away from the windows. Is that keeping a look-out for small craft, Wiley?

In my experience, the worst breaches in watchkeeping aboard U.S. ships occurs on coastwise tankers. Even though the days of hard-boozing aboard ship are largely gone, Wiley does not ship out on those. Furthermore, Wiley's job history suggests he ships out through the hall, which means he joins union masters and mates who are less — or not at all — inclined to cut corners at the behest of the home office than those on non-union or company-union vessels, such as the tankers of big oil companies.

To forestall more anecdotal objections, I agree that on some tankers good seamanship is practiced. However, there are names such as the *Exxon Valdez* or locally the *Golden Gate* that would not support this. The latter sank the fishing vessel *Jack S.* with loss of lives when she went out the Gate: 1) in fog without a look-out, 2) without the CAS alarm turned on, and 3) with a mate and captain who, to put it kindly, were described as severely lacking in experience. They barely escaped criminal prosecution. Good watchkeeping, indeed!

And don't blame the *Exxon Valdez* disaster on Captain Joe's modest drinking. The cause of the grounding was poor watchkeeping on the part of an exhausted mate — who was not relieved by an even more exhausted mate.

As a Radio Officer, Wiley does not stand bridge watches. He mentions observing mates in the Straits of Hormuz and the Red Sea. Right! Both areas are notorious heavy traffic areas requiring frequent course changes. Watchkeeping is at its best there. That may also explain why Wiley assumes mates regularly scan the horizon with binoculars. On the open ocean that is simply not true. Mates pick up binoculars when they either see or expect to see something like a radar target on the horizon. Otherwise they scan the horizon with bare eyes, which incidentally is one reason why sailboats should be outfitted with tricolor masthead lights. Scanning the horizon from a 60-foot high wheelhouse will reveal a masthead light much better than a surface light.

I would suggest that Wiley would get a more accurate idea of the situation if he spent more time on the bridge and if he shipped out on some foreign flag ships. If he also ventures out to sea on small craft, it might drive him to smoke.

P.S. I'm really less interested in arguing with Wiley than in getting the facts out. Too often I hear sailors say that they don't worry because the big ships will see them — but having served on many ships, I know that's just not true.

In 20 years of sailing on the West Coast alone, I had several close calls. A few times I had no lookout and was down below, but the point is that the ships never saw me. The worst scare I had was when a fast ship suddenly changed course nearly 60° to pass within 35 yards of

Solving Problems, Like No Other Products...

ISLAND GIRL™: NEW FOR 1996

YOUR BOAT: Grimy, oxidized gelcoat nonskid deck, black/colored gelcoat striping not restored by buffing. Black, gummy vinyl fenders that are stiff and yellowed. Vinyl seating of various colors that is chalky, faded and becoming stiff. The white vinyl is becoming yellowed. Baked on adhesive from tape and vinyl decals, hull scuff marks, gobs of sealer on the upholstery and several paint/varnish spills and overspray. Paint and oil on the carpet. **THE TOPSIDES:** Need painting/varnishing but time is short and there is no good method for masking awkward surfaces such as nonskid deck, stanchions, teak and upholstery. **THE ENGINE:** Needs degreasing and painting and there are many awkward parts that need masking. **INFLATABLE DINGHIES:** The hypalon dinghy is chalky and grimy with surface bleaching. The vinyl dinghy is gummy and oxidized. You need something that will restore underlying color and can slow aging. Both dinghies have painted lettering and adhesive decals that need removal without damaging the fabric. They need patching but most cleaners contain wax and silicone, reducing adhesion.

PROBLEMS SOLVED: **ISLAND GIRL PINK™ Cleansing Lotion.** Still fume-free but now faster acting and more versatile. Removes oxidation and mess from sealers, overspray, etc. Cleans carpets too! **SEA GLOW™ Cleanser/Conditioner.** *SEEING IS BELIEVING!* Unique formula cleans and restores suppleness, whiteness and brightens color of vinyl and other plastics. **CRYSTAL CLEAR™** also cleans and conditions but designed for pastel shades. **HAWAIIAN BLUE MASKING GEL.** *Time in a bottle!* Masks areas difficult or impossible using tape. Easy application and fast removal by water jet.

YES! THE PRODUCTS DO WORK AS CLAIMED — SOME MORE EXAMPLES:

"...Reviewers Choice: ISLAND GIRL™ Cleansing Lotion worked best on the hypalon inflatable (versus 8 other products) and is excellent for a multitude of other uses, such as cleaning fenders (better than acetone we found) and pretty much everything else."

— Reprinted from *Longitude 122, California, July 1995*

"...SEA GLOW™ eliminated a stain on white non-skid gel coat where oxide acid-based products had failed..."

— Steve Van Orson, Marina Del Rey, CA

"...I applied SEA GLOW™ with a white paper towel and let it dry... The gel coat now glows with a deep luminescence that it never had..."

— Mike O'Bryan, Windsor, CA

"Of the many products that we sell, ISLAND GIRL™ is a stand-out performer."

— Sharus Marine, Dana Point, CA

"...We purchased new ISLAND GIRL PINK™ at the San Diego Boat Show to remove paint from our Avon dinghy. It worked like magic, just as claimed."

— Loretta and Dick Ark, S.V. Cowboy Hatt, San Diego, CA

"...New ISLAND GIRL PINK™ Cleansing Lotion was applied to the oxidized surface of a computer monitor that had been exposed to the sun for some years. After a few minutes, the oxidation could be removed by a quick wipe with a paper towel. We know of no other product that can remove oxidation without the use of abrasives and much rubbing. SEA GLOW™ also cleaned and whitened the vinyl of an old shop-display fender."

— Downwind Marine, San Diego, CA

"...The main reason that many of our customers bought the product was for use on nonskid decks. One customer stated that ISLAND GIRL™ removed the chalk and grime where nothing else had worked."

— Al's Marine and RV, Redwood City, CA

"...The second story concerns a sales visit by the company representative of a large, well known corporation that manufactures cleaners. I did a side-by-side comparison of their products against ISLAND GIRL™. The rep left in a very disappointed state."

— Discovery Bay Chandlery, The Sacramento River Delta, CA

"...I had been seeking a cure for a difficult cleaning problem, i.e., removal of a sticky kerosine residue from the surface of my balloon-type red fenders. I had tried acetone, MEK and a number of other cleaners with no success. ISLAND GIRL™ removed the residue and left a clean, new-looking surface with very little effort. Needless to add, I'm sold on the product."

— L. David Newgan, S.V. Orea, San Diego, CA

"...We now use SEA-GLOW™ and ISLAND GIRL™ in our boat detailing business, since we can now save time and yet produce dramatic results."

— QC Services, Newport Beach, CA

"...Island Girl SEA-GLOW™ restored my old cowl vents to new-looking condition so that I did not have to replace them after all."

— John Hedrick, NorCal Yacht Sales, Alameda, CA

"...Island Girl products are unique in removing the sun damage from vinyl upholstery. Effects of the new SEA-GLOW™ are so dramatic that white vinyl fenders cleaned by any other method still look dirty by comparison!"

— Linda Heisig, Delta Yacht Care, Stockton, CA

FOR PRICING, RETAIL OUTLETS and Distributor Information see us on the web at
<http://www.tenthmuse.com/island/girl.html> or fax at (510) 796-4587

REP OPPORTUNITIES AVAILABLE IN DELTA, TAHOE AND PACIFIC N.W. WITH ATTRACTIVE TERMS

SEE US AT THE LONG BEACH JUBILEE THIS MONTH
AND AT VARIOUS WEST MARINE LOCATIONS

FOR RETAILERS IN YOUR AREA OR MAIL ORDER
CALL 1-800-441-IGCL (4425)

HS YACHT SALES

SAIL CENTER

QUALITY TRADE-INS
AND BROKERAGE



1995 HUNTER 37.5 LEGEND

2 to choose from. Both boats like new...One 1992, one 1995. Both priced to sell. Call today.



1994 HUNTER PASSAGE 42

Clean, loaded. Low, low engine hours. Call for details.



1995 HUNTER 430

Low engine hours, autopilot, generator, plotter, GPS and much more. Priced \$25K under replacement. CALL!



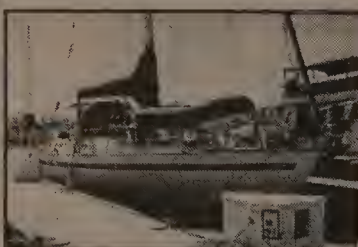
1976 CREEKMORE 45

Semi-custom long range cruiser with 350 gallons fuel. Generator, liferaft under 5' draft. Asking only \$89,500.



1978 MARINER 48

Cetrek autopilot, GPS/chartplotter, Furuno radar, SSB, watermaker, new generator. Loaded & ready to cruise.



1992 TASWELL 49

Loaded performance cruiser with most systems new in '95. Just back from wintering in Mexico. Ready to go again now! \$200,000 under replacement.

ANNOUNCING...

NOW THE EXCLUSIVE CALIFORNIA DEALER FOR

Sabre
RAFTED WITH PRIDE

& **TASWELL**

YACHTS

TWO LOCATIONS

1880 Harbor Island Drive
San Diego, CA 92101
(619) 291-6313

1700 West Coast Highway
Newport Beach, CA 92663
(714) 642-4786

LETTERS

me — as I frantically waved a big flashlight and desperately tried to get out of her way! It happened at 0400 near Pt. Sur while the southbound ship was in the unofficially observed northbound lane. There had been no time for me to get on the radio beforehand. When I called the ship afterward, there was no response.

A few other situations saw me, as opposed to the ships, avoid a collision course. That's fine, except for the fact that again they never knew I was there until I called them on the VHF. A U.S. tanker about 200 miles west of the Farallones passed within 200 yards of me in broad daylight. Nobody was listening to the VHF, and nobody gave any indication they'd seen me. When two vessels come that close together that far offshore, it's customary for the deck watch to give some acknowledgment of having seen you. It may be a wave, answering the VHF, or even blowing the whistle.

And I've seen my share of close calls from aboard ships, too. Small craft are very hard to see. Try sailing along the coast of China or in the Philippines. Most of the boats there are wood and offer no radar target at all; many are unlit, have no radar reflector and are slow to move out of the way.

Louk Marinus Wijsen
Mechaieh
Ballena Bay

STEEL IS BETTER THAN ALUMINUM

As an owner and builder of a 36-foot steel sailboat, I always read with interest any letters or articles in sailing magazines that discuss metal boats. In June's *Latitude* you printed a letter titled "All About Aluminum." Although the author gave detailed information regarding the virtues and maintenance of aluminum boats, I felt he was inaccurate in some areas.

First of all, the author reported that "aluminum will not stretch and deform without tearing the way steel does." I find that completely inaccurate. Aluminum has a fairly high strength-to-weight ratio, but is not 'tough'. In other words, it can handle a fairly high load, but if the load is near the yield strength and continues for hundreds or thousands of cycles, it will fail. Steel, however, can handle high loads with many thousands of cycles without failure. It is used on heavy duty work boats because of its inherent toughness.

Another weakness of aluminum is that it is 'notch sensitive'. That means that it has a tendency to tear if the structure is not designed or built to eliminate point loading. And when welded, the strength of aluminum is reduced significantly. Steel is only weakened slightly by the welding process.

Most types of aluminum have good strength-to-weight ratios, but the most corrosion-resistant grades, used on yachts, are also the weakest. I know of one 155-foot aluminum pleasure boat which started to crack in half when it was driven hard in an Atlantic storm. Upon reaching port the boat went into drydock for six months. That would not have happened to a steel yacht. By the way, a 10,000-ton steel ship will have a skin thickness of about half an inch, while a 15-ton yacht will have a skin thickness of only 1/3 of that. Many mega-yachts have a steel hull and an aluminum deck and superstructure. This results in a high strength/low maintenance hull with a low weight/low maintenance deck and cabin.

Either metal produces a very strong hull, but as a cruiser visiting areas far from civilization and help, I would much prefer the reliability of steel. One other interesting note, a 'frame-less' hull is usually much more puncture resistant than a fully-framed one.

Galvanic and stray current corrosion on an aluminum hull can be a real nightmare. I know of several aluminum boats that were 'holed' from a copper penny laying in the bilge. The copper can galvanically corrode through the aluminum in a matter of days.

Steel hulls usually have little or no corrosion below the waterline, while aluminum hulls are the most vulnerable in that area. A steel deck and cabin can be very low maintenance, but have to be designed and built correctly. However, in large sizes an aluminum

NAUTOR'S SWAN

**PACIFIC
SOUTHWEST**

STEINEMANN & CO.

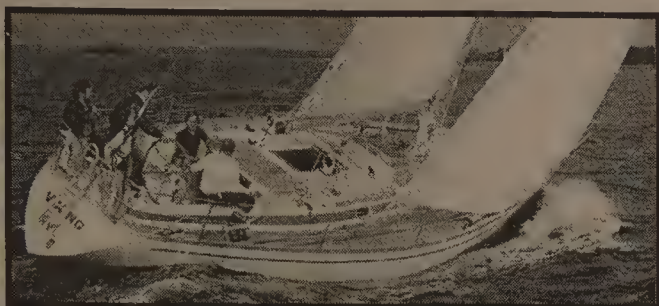
Exclusively Representing Nautor's Swan Since 1983

GEORGE STEINEMANN

2505 West Coast Hwy, #202, Newport Beach, CA 92663

(800) 468-4496 / (714) 645-4600 • Fax: (714) 645-7216

GEO4SWANS@aol.com



SWAN 431 STARGAZER (1976): An S&S design with double berth aft, large saloon, and V-berth in the forepeak. Kept under cover, the teak decks are outstanding, and the deck hardware is highly polished. The interior is tastefully done and well kept. **DANA POINT. \$135,000.**



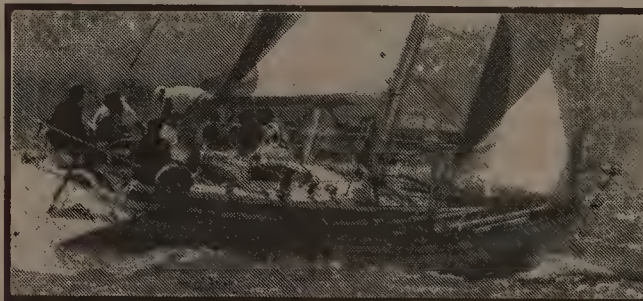
SWAN 371: Two available, '80 and '81, both with furling jibs, autopilots, good sail inventories. **WAHOO** has updated sails, Trimble Navtrac, '88 diesel, gorgeous interior. **KAHUNA** needs exterior work, but is priced to sell at \$95,000. **MARINA DEL REY/VENTURA.**



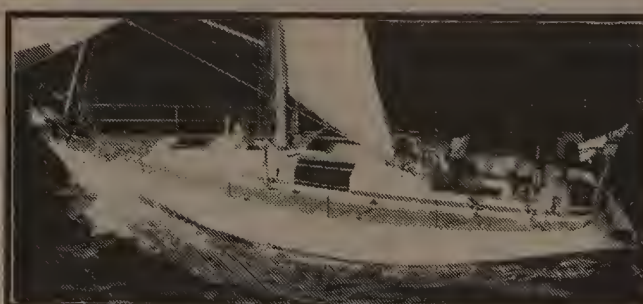
SWAN 46 TUNDRA (1985): Updated with '94 electronics, '96 sprayhoods, watermaker, diesel heating. Features 5.5' draft Scheel Keel, aft entrance, Bimini, centerline double aft. **NEWPORT BEACH. PRICE REDUCED TO \$370,000.**



SWAN 59 PERSEVERANCE (1985): Frers design with dark blue hull, generator, dive compressor, electric secondary winches, air conditioning. Updated sails and electronics, newly varnished interior. **NEWPORT BEACH. \$595,000.**



SWAN 42 MYSTERE (1983): Holland design with furling headstay, 3-function hydraulics, and upgraded winches. A full Kevlar racing sail inventory is included, as well as extensive cruising sails. Radar, central heating, windlass, full cover. **NEWPORT BEACH. \$235,000.**



SWAN 36 ALA (1992) and VIVA (1990): Both in immaculate condition, well equipped, with complete inventories of both racing and cruising sails, full boat covers, and low engine hours. **MONTEREY (Ala, \$275,000) and SANTA CRUZ (Viva, \$210,000).**

★★ OTHER FINE BROKERAGE ★★

SWAN 41 (1976): Refurbished decks, recent sails and updated electrical system, kept under full cover. This is the best looking 41 available. **NEWPORT BEACH. \$125,000.**

SWAN 47 ZEPHYR (1979): Highly upgraded '90-91 with new Perkins diesel, watermaker, B&G instruments, leather upholstery. Impressive throughout. **NEWPORT BEACH. \$235,000.**

SWAN 51 HARLOT (1985): One of the last of this model built, in gorgeous condition. New ('94) racing sails, 4-cabin interior, teak decks in excellent condition. **LONG BEACH. \$370,000.**

STEINEMANN & CO. INSURANCE SERVICES

800-468-4496 • FAX 714-645-7216

Three Great Reasons to Join Tradewinds

◆ New Beneteaus



Now in Tradewinds Sailing Club!

By arrangement with Passage Yachts., Tradewinds is now adding **NEW** Beneteaus to our **NEW** 'exclusive' sailing fleet.

◆ Moorings Charter Familiarization Program


The Moorings®
The Best Sailing Vacations In The World.

Get trained at Tradewinds on the same boats you'll charter from The Moorings. Your Tradewinds training prepares you to charter from any Moorings base in the world!

◆ Special Introductory Offer!

Try the Tradewinds fleet during our new special trial program. Open to everyone, including members of other clubs. Call for details.

Nobody Offers More Sailing for Less.



COMMITTED TO EXCELLENCE AND VALUE

1-800-321-TWSC (8972) • (510) 232-7999

Brickyard Cove • e-mail: tradewinds@msn.com
SERVING AND TEACHING SAILORS FOR OVER 34 YEARS

LETTERS

superstructure may save much weight up high. For comparison, a 1/8-inch thick steel deck weighs 5 lbs/square foot — about the same as an 1 1/4-inch thick hardwood deck would weigh. An equivalent aluminum 1/4-inch deck would weigh 3 1/2 lbs/foot.

The author claims that aluminum is easier to repair than steel. Not so! In the remote chance that a repair would have to be done to a steel hull, the affected area can be cut with a Sawzall reciprocating saw and new steel welded in with common, low-tech equipment available throughout the world. But aluminum usually necessitates specialized welding equipment, and that welding must be done in a non-windy area. Further, over time bare aluminum picks up impurities when exposed to saltwater. These impurities create havoc when trying to weld later on.

In all likelihood, a steel yacht would not be holed in 50 to 100 years of service. I know of numerous steel yachts that have gone up on beaches and rocks, and none of them were punctured. Two filled with sand from broken portholes or hatches, some were way too remote for salvage, and the others were saved. Some had dents, some didn't.

In the past, repairs to a steel hull were needed due to corrosion problems that are entirely avoidable. It is necessary that the interior of the boat be designed right, sandblasted when new, and fully epoxy coated. Then the entire inside of the boat, except the bilge, is sprayed with polyurethane foam. These steps pretty much eliminate corrosion from the inside. Usually there is no corrosion below the waterline due to modern paints and zinc anodes.

A correctly designed deck, avoiding sharp corners and water traps, and using stainless steel in wear areas, pretty much eliminates significant maintenance. The maintenance can be reduced even further by metal-spraying the exterior above the waterline. Overall, a properly designed and built steel boat should look yacht like and stay corrosion free. I guarantee it!

Steve Danaher
Pacific Marine Engineering
Sausalito

⇕ ASSIDUOUS USE OF HOLDING TANKS

While cruising from San Francisco to and within the Sea of Cortez, we have assiduously used our holding tanks, emptying them only when three miles offshore — as prescribed by law. In conversations with other cruisers, however, it seems that using holding tanks *anywhere* is the exception rather than the norm.

I even encountered one cruiser who had the audacity to claim that he had *never* put any effluent into his holding tank — which had been installed several years before. It's appalling to me that someone would not use a holding tank in enclosed harbors such as La Paz and San Carlos, or beautiful anchorages such as Isla San Francisco.

The most frequently cited rationale for not using holding tanks is that the effluent generated by the abundant sea life is much more substantial than that generated by a few boaters. It sounds plausible that there is some small level of human discharge that would not significantly raise pollution levels above 'background' levels. Have there been any studies to support or refute this position? Is it different for 'yellow' and 'brown' types of discharge?

Roger Bohl
Ariadne, Cal 39
Presently in San Carlos, Sonora

Roger — To begin with, there's a universe of difference between pee and poop. Pee is surprisingly sanitary, and some folks on liferafts have saved their lives by drinking it. So if you're out sailing and discretely pee in the Bay, the BCDC or BayKeeper may want to see your pee-dispenser on a platter, but we're not going to get our knickers in a twist about it.

On the other hand, if your boat is at the dock and you've got to pee, we encourage you to either use a holding tank or take a stroll up

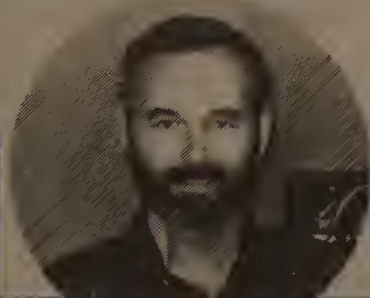
NAVIGATING IN FOG IS NO FUN!

You Need Radar

FURUNO® IS THE LEADER
They have earned their reputation

— CHECK AROUND —

Ask the commercial vessel operators; they demand the best performance per dollar. If you are serious about radar performance — you need FURUNO. Call now or come in for our new super low prices.



**WE PLEDGE TO BACK EVERY PRODUCT WE SELL
WITH PERSONAL, IN-HOUSE TECHNICAL SERVICE**

RICH WILDE'S **CAL-MARINE**
ELECTRONICS CORPORATION



SALES •
SERVICE •
INSTALLATION •

PIER 19, THE EMBARCADERO
SAN FRANCISCO, CA 94111

(415) 391-7550

Jack D Scullion Yacht Services

510-769-0508 FAX 769-7659 Page 630-4035

Shop facilities are located in Grand Marina

Work done at your berth or ours. Haulouts here and at Nelsons.
Visa and Master card accepted.

**Your East Bay specialist for rigging and
electrical work**

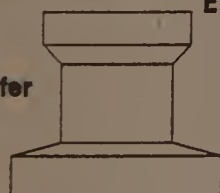
R i g g i n g

Deck Layouts

Harken and Schaeffer

furlers

Rerigging



E l e c t r i c a l

Rewiring

Charging systems

for cruising

Installations

**Standing rigging built to your specs
at competitive prices. Shipped UPS.**

Cruisers: Now is the time to be ordering your charging systems
and stayasail stays. Don't wait until we are overbooked.

USED BOATING GEAR FOR SALE ON CONSIGNMENT

DROP-OFF CENTER FOR TMS ZODIAC MARINE

New and used Zodiacs as well as supplies for inflatables.

Shop hours: Friday 2-5, Saturday 10-3:30

Learn to Sail with a Friend and SAVE BIG \$\$

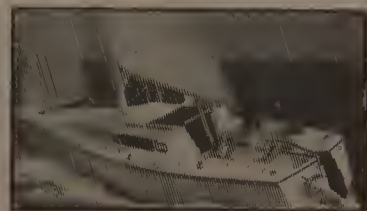
**Complete 3-Class Package
For Just \$595* (regularly \$995)**

• Basic Keelboat

3 days of Instruction

Mid-week Weekend

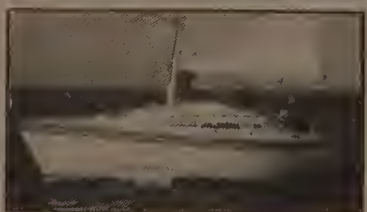
\$295 \$395



• Basic Coastal Cruising

3 days of Instruction

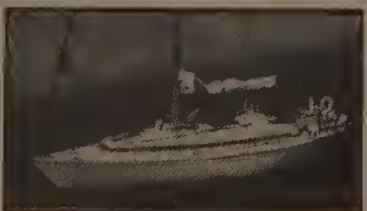
\$445



• Bareboat Chartering

2 days & overnight

\$595



Other schools offer 2-class packages through
Basic Coastal as low as \$695 — *so do we!*

Go all the way to BAREBOAT!

*ONLY Tradewinds takes you all the way to
bareboat chartering, 3 classes for \$995. \$595!*

*JULY SPECIAL

\$595 per person (min. of two)

Come alone and still save... \$795 single

Offer good for first six people in July

Nobody Offers More Sailing for Less.



Tradewinds
Sailing Club - Sailing School



COMMITTED TO EXCELLENCE AND VALUE

1-800-321-TWSC (8972) • (510) 232-7999

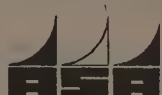
Brickyard Cove • e-mail: tradwinds@msn.com
SERVING AND TEACHING SAILORS FOR OVER 34 YEARS

SPINNAKER SAILING CLUB REDWOOD CITY



Spinnaker Sailing has been teaching Bay Area residents to sail safely on the Bay and around the World since 1980.

LESSONS • CHARTERS • CLUB



AMERICAN
SAILING
ASSOCIATION

AUTHORIZED
CERTIFICATION
FACILITY

Visit us at Redwood City Yacht Harbor
Next to Charley Browns Restaurant.



The Moorings®

The best sailing vacations in the world start here!
Let us help you book your next sailing vacation.

SCHEDULED CLUB TRIPS FOR '96 & '97

British Virgins • December 4 - 16, 1996

St. Martin • April 30 - May 12, 1997

Australia • August 10 - 25, 1997

Call for FREE BROCHURE

(415) 363-1390

SPARKY MARINE ELECTRICS



800-500-6726

415-332-6726

fax 415-332-8266

e-mail: sparkymarineelectrics@msn.com

LETTERS

to the marina bathroom. Peeing in a marina isn't going to do any damage — but then neither would peeing on your front lawn and you don't do that. It's more a matter of decorum than anything else.

Poop on the other hand, was intentionally made to smell like that so that even fools like us would know to keep away from it. Direct contact between feces and cuts can lead to serious health problems, and one of the most common ways cruisers get sick in Mexico is from food handlers with 'dirty hands'. Most folks just get a variation of turista, but you can get hepatitis or even lose your liver. In fact, anybody returning from a cruise to Mexico should probably have their system checked.

The international rule about not pooping within three miles of shore is something we can live with — although we once or twice may have inadvertently pooped only 2.5 miles from shore. Even if it were valid that human crap in a harbor or anchorage was insignificant compared to the crap of sea life — which is probably true — the argument still wouldn't hold water with us. One of the big differences between humans and dumb animals is that we humans are theoretically capable of controlling what happens to our waste. So please, let's everyone join in celebrating the difference between us and cows.

If we're in a harbor like La Paz or San Carlos, we try to coordinate our elimination of 'brown waste' with a trip ashore and a visit to a bakery, bar or restaurant. It's really not hard to do. And if that's not convenient, we'll go ahead and use our boat's holding tank. Using this 'system', we once anchored off Z-town for three months and never had to poop in the bay or go offshore to empty our holding tank.

The only time we'll make exceptions to the three mile rule is if we're the outside boat at an anchorage and the wind and current are briskly offshore — something that frequently happens in the Eastern Caribbean.

What to do if you notice or suspect somebody of pumping 'brown waste' into a marina, harbor or anchorage? Let them know that you know. "Geez Pete, I couldn't help but notice some big turds coming from the direction of your boat. It must have been that dumb shit upwind of you who did it."

25% OF FOREIGN FLAG RIVALS

You'll be glad to know that we at the Coast Guard are regular readers of *Latitude 38*. We find the articles and letters informative and at times enlightening. On occasion, however, we read an article that may be somewhat dated and consider an update to the readers to be appropriate.

We'd like to address a letter entitled *A Blind and Deaf Menace* that appeared on page 42 of the May issue and was written by one of your readers. It speaks to collisions at sea, and particularly the reliance of the deep draft shipping industry on electronic navigation equipment.

The international rules are quite clear as to manning requirements and watchkeeping standards, as well as navigation equipment requirements. In matters of right-of-way on the high seas, we are extremely interested in hearing about any infractions of the Rules of the Road. We investigate these incidents and we'd like to hear of any — including the near-miss situations.

There are a couple of open questions phrased in the last paragraph of that letter that are probably rhetorical, but I'd specifically like to address the first one. The question asked "Have you ever seen the Coast Guard or the FCC board a foreign-flag ship in order to investigate watch-keeping procedures?" The answer to that is a resounding 'yes'.

The Coast Guard enacted a Port State Control Program in 1994, which targets foreign vessels for boardings based on a risk-based decision matrix. Here in the San Francisco Bay, we board more than 25% of the foreign flag vessel arrivals. During each of these boardings, we examine the vessel's navigation bridge and witness operational tests of the required equipment. We interview the Master and the Mates to determine their competence and familiarity with

WIN A J/80!



*The New J/80...simply makes sailing fun!
It planes in 15 knots of breeze with 2-3 crew, without anyone
having to step on the foredeck to fly the spinnaker.*

**LAST
CHANCE!**

DRAWING HELD AUGUST 4TH • 2ND HALF SEASON OPENER

\$100 RAFFLE

Limited to 500 Tickets

*Benefits
Encinal Junior Sailing Program*

To enter send \$100 payable to:
JR. SAILING, ENCINAL YACHT CLUB
Pacific Marina, Alameda, CA 94501

Name _____

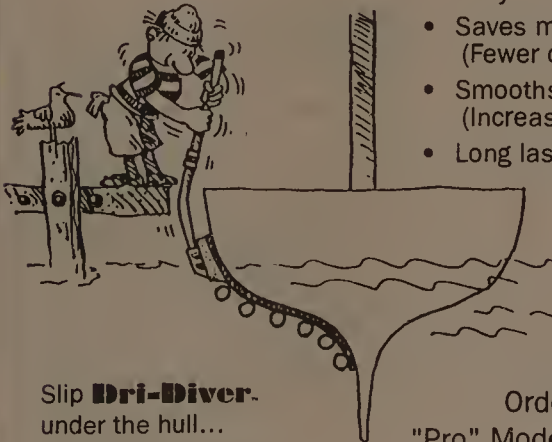
Address _____

Phone () _____

**ALSO
ADDITIONAL
PRIZES**

2ND: ZODIAC INFLATABLE
3RD: TRAXAR GPS BY MOTOROLA
4TH: HANDHELD WATERPROOF GPS
5TH: SPEEDMATE KNOTMETER/LOG
6TH: SEABAGS & CLOTHING

Dri-Diver™ BOTTOMS ARE THE CLEANEST!



- Easy to use!
- Saves money!
(Fewer diver cleanings)
- Smooths the surface
(Increases laminar flow)
- Long lasting

Slip **Dri-Diver** under the hull...
push-pull the handle...
Dri-Diver does the rest!

Order yours today!
"Pro" Model Only \$89.95
+ sales tax (CA residents only) and S&H

\$5.00 mail-in rebate

Mention this ad when
ordering and get \$5.00 off!
(offer expires 8/31/96)

Call toll-free
1-888-DRI-DIVER
(1-888-374-3483)

Used by:

Wyman Harris
Bristol 38, SFYC
Dick Oppenheimer
Cal 39, SFYC

Chris Dawson
Beneteau 45f5, SFYC

...Thousands already in use!

MAST WEDGE PROBLEMS SOLVED

SPARTITE comes in an easy to install kit which flows and forms a precise fit for any mast/partner combination. SPARTITE provides a strong, durable, resilient chock for complete support and outstanding load dispersal on any boat in any climate. SPARTITE fills the void at the partners and will radically reduce or completely eliminate leaking at the partners. SPARTITE



stays on the mast in the off season and fixes the mast position for repeated steppings. SPARTITE can also be configured to allow the mast to move fore and aft in the partners but remain fixed athwartships.

SPARTITE - on America's Cup boats like *Young America* to super yachts like *Wally Gator*, Nonsuchs to Catalinas, TransPac racers to Mackinac racers, winners in the NOODs to cruisers in the Antarctic. Ask for SPARTITE 901 for cruisers and SPARTITE 961 for racers.

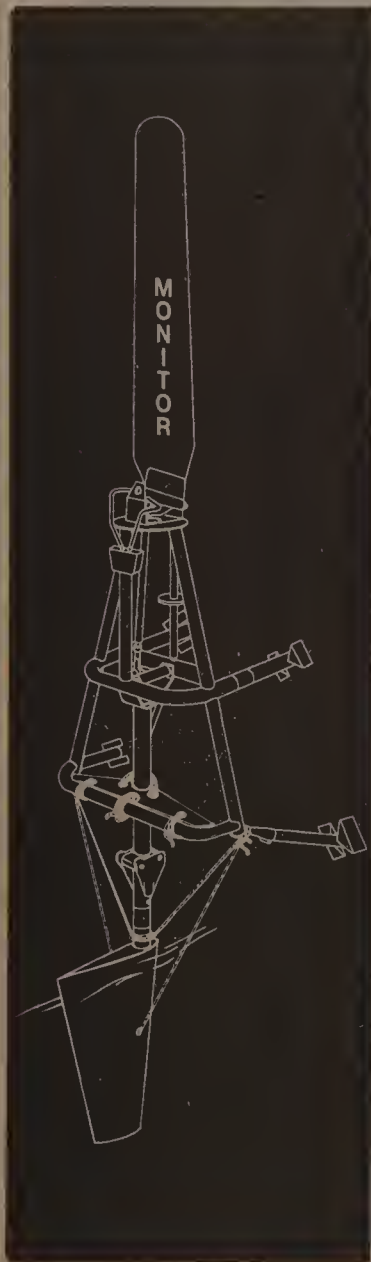
SPARTITE - THE MAST WEDGE REPLACEMENT SYSTEM

In the U.S.:
The Lake Group
1-800-466-4984
Fax 414-436-4985

In Europe:
Navtec United Kingdom
+44(0)1489 571226
Fax +44(0)1489 571228



EMERGENCY RUDDER



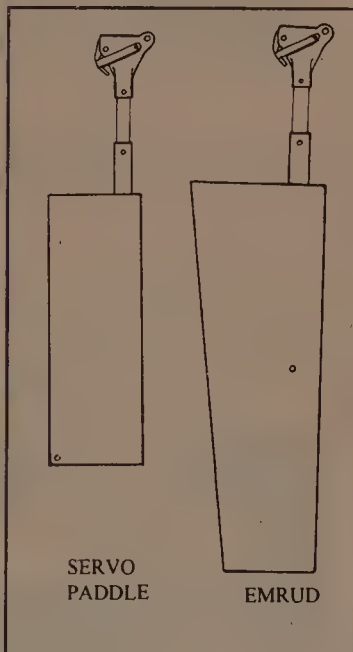
The **MONITOR** steering system including **EMRUD** combines the best self-steering principle and an emergency rudder for less than the cost of an underdeck autopilot.

EMRUD is manufactured and sold by **Scanmar** and available with the purchase of a new **MONITOR** or as an upgrade for older **MONITORS**.

FINALLY A SOLUTION

The World-Class **MONITOR** windvane introduces an **emergency rudder** designed to face the Southern Ocean and steer a big boat home, all the way, not just to the next port.

With **EMRUD** the **MONITOR** can now be turned into a true strong **emergency rudder** that can effectively steer your boat when your main steering system is disabled. Because of the very solid construction and mounting system, unique to the **MONITOR**, the standard pendulum paddle can be replaced by a much larger rudder that is attached to the **MONITOR**.



The pendulum is locked and supported by a wedge placed between the strutguard and the pendulum. The new **EMRUD** is supported by spectra lines just as a mast is supported, only this "mast" is upside down!

Scanmar International

432 South 1st Street Richmond CA 94804

tel: (510) 215-2010 fax: (510) 215-5005

email: selfsteer@aol.com

LETTERS

essential shipboard procedures. Further, on the foreign vessels entering U.S. waters, at least once a year we conduct operational tests — such as loss of steering, fire drills, and lifeboat drills — specifically to evaluate crew competency.

The international community has also recognized the importance of crew competency in improving the safety of life at sea. The 1995 Resolutions to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) constitutes a comprehensive package of measures to improve standards of competence globally. In addition to the current requirements, STCW will now specifically require at least 12 months of seagoing service, including 6 months of supervised bridge watchkeeping, for certification as navigational watchkeeper.

Although these measures are new, our boarding officers have seen an overall improvement in vessel condition. Furthering these efforts through the Coast Guard's Prevention Through People program and implementation of STCW by foreign countries will most assuredly enhance safety on the high seas.

J.E. Brager
Commander, U.S. Coast Guard
Chief, Inspection Department
By direction of the Commanding Officer

J.E. — We're delighted to hear about the Port State Control Program — as well as the other programs.

We're also thrilled you're staying tuned to Latitude to see what recreational mariners are thinking. We and our readers welcome any and all comments on what appears in these pages.

↓↑HOSPITALITY AND MORE

I would like to publicly thank Marina Village and specifically Robert in their office, for their kindness. Most people are probably aware they have a great first night free policy, however they really helped me on Sunday, June 9.

Annually, my wife and I donate several "Day on the Bay" cruises and cookouts on our Sabre 34, to be auctioned at a Rotary International fund raising auction. Proceeds always go to a worthwhile cause.

This year however, the "Day on the Bay" consisted of my taking four guys for a Sunday cruise. These cruises always go well but it's much easier when my wife and I doublehand the boat and let the guests take turns at the helm. Since I was 'solo' on this one, I wanted to plan an active but uneventful day to include a quiet trip up the Estuary. (I was told one of the guys did have sailing experience). The last thing I wanted was to spend time anchoring, finding space at Angel, or whatever, in order to use the stern cooker and serve lunch.

This is where remembering Marina Village made the entire day a success. One phone call to Robert resulted in my receiving a slip assignment before I even left South Beach. The result was a great trip around the Bay before the winds built, a cruise up the Estuary to Marina Village for the cookout and then home to South Beach.

Many thanks to Marina Village for their hospitality and helping a good cause.

The guy with experience turned out to be a really good sailor and was a tremendous help.

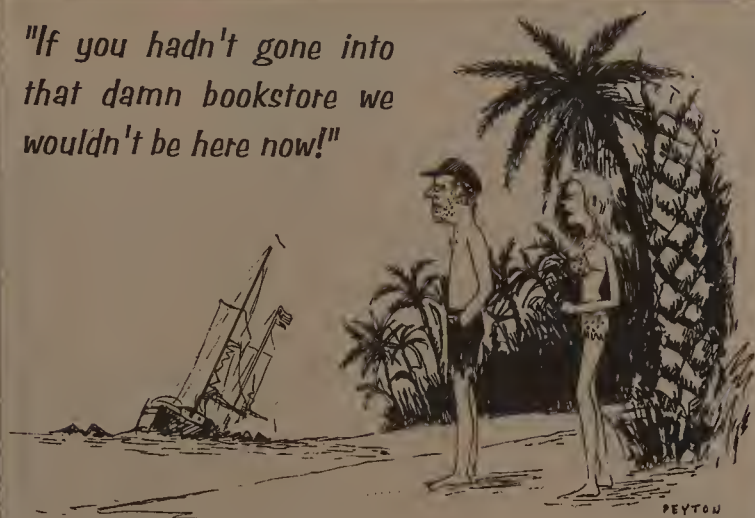
Owen Bramlett
Foster City

↓↑THE PATCH CLAUSE

It took nearly 18 months to get a claim paid on my Wylie 38 *Marishanna*. Heck, it took half that much time to conceive and deliver my twin boys — but then we were dealing with Mother Nature rather than an insurance company! While the birth of the boys was the thrill of a lifetime, winning the claim 'battle' was pretty satisfying as well. Good and justice over bad and evil and all that.

My reason for writing is to tell you and other boat owners that I

"If you hadn't gone into
that damn bookstore we
wouldn't be here now!"



ARMCHAIR SAILOR BOOKSTORE



- Nautical Books
- Worldwide Charts
- Cruising Guides
- Navigation Instruments
- Nautical Software
- Xerox Chart Copies
- Mail & Phone Order Service
- We Ship Anywhere

42 Caledonia Street, Sausalito, CA 94965

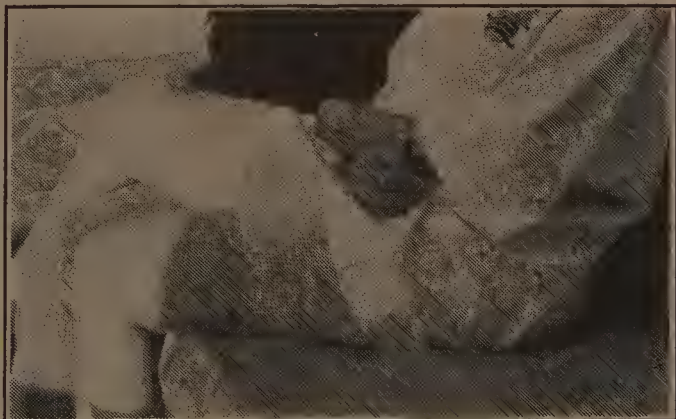
MON-SAT 9-6 • SUN 12-5

Tel 415-332-7505 • Fax 415-332-7608

CUSTOM FOAM

BERTHS • BUNKS • CUSHIONS

"Because You Care About Comfort"



COMFY CUSHIONS FORE & AFT

- **Economical** cushion replacement/renewal
- **Free** custom cutting
- **Expert** custom sewing
- **Largest** selection of foam in stock
- **High** quality marine fabrics

FAMOUS FOAM FACTORY

Call one of our two locations today for a **FREE** estimate!

2416 San Pablo Ave.
Berkeley

(510) 841-9001

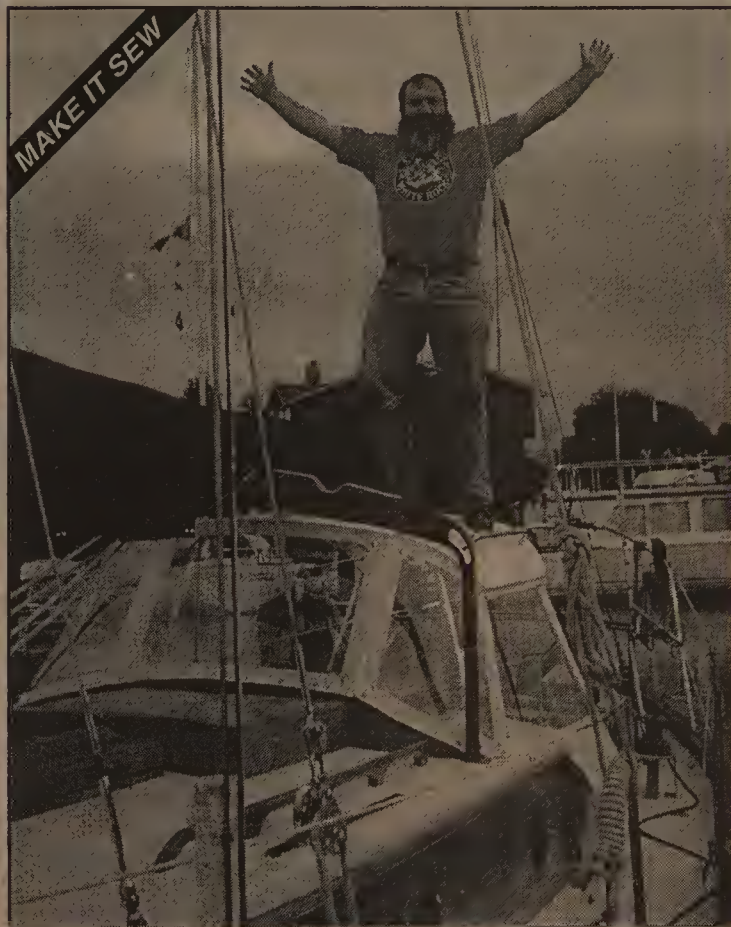
Santa Cruz Mattress & Upholstery
923 Water St.

(408) 426-0102

CRUISE WITH CLARITY

CCC IS FIRST ONCE MORE!

We now have **STRATA P.C.™**,
the revolutionary new weather
resistant, scratch resistant
polycarbonate window product.



SERVING ALL OF YOUR CANVAS NEEDS

Custom Canvas Designers:

Dodgers • Boat Covers • Enclosures

**NOW OFFERING BOTTOMSIDERS™
COCKPIT CUSHIONS, THE ULTIMATE IN
GOOD LOOKS AND BOATING COMFORT.**

Sole purveyors of canvas products to the Point Beach and Rowing Club

(510) 233-7683

1230 Brickyard Cove Road, Suite 106, Pt. Richmond, CA 94801

At Brickyard Cove Marina

California Custom Canvas

The Joy of Sailing



'Barbette' sails the Master Mariners masterfully.

You only need to see the spray off the bow, the rail down and the shape of the sails to know that sailing a classic such as *Barbette* is lots of fun. The sound and feel of a 60 foot wooden classic is a joy to anyone's senses. For Bryan Lowe, owner of *Barbette*, the 1996 Master Mariners was just one of the many pleasures of owning such a yacht.

"Larsen sails has done a great job for me as I've outfitted *Barbette* over the last few years. I've ordered a complete new set of sails from them over the last couple of years and the service and quality has been excellent. In fact I didn't really leave them enough time for the job but as always they went out of their way to make sure we had our sails on time", stated Bryan.

Whether you've got a 60 foot wooden classic or 20 foot plastic classic, Larsen Sails knows the kind of quality and service that you need to keep the joy in sailing. When you're looking at your next suit of sails give us a call. After all you bought your boat for the fun of it, we'll make sure it's as fun as it should be.



Larsen Sails

Designed for Speed – Engineered for Durability

Dealers For: Harken, Dutchman, Schaefer, Profurl, Furlex

(800) 347-6817

1041A 17th Ave., Santa Cruz, CA 95062

Bob White • Kurt Larsen

(408) 476-3009 • Fax 408-479-4275

LETTERS

would not have prevailed and received the settlement I was entitled to without the help of Exile Marine. Exile works exclusively with boat owners in the settlement and resolution of insurance claims. Without their help, I would have been forced to accept about 25% of the final settlement. Had I retained Exile when the loss actually occurred, the claim would have been paid before my twins were born!

The problem centered around a "patch clause." *Marishanna* has Caribbean blue topsides. I was adamant about not having a two-tone paint job. Exile did extensive research into the origination and concept of the "patch clause." Using that knowledge, other defenses, and the fact that the imposed patch paint job would seriously affect my boat's market value, they built a case the insurer could not refuse.

Marishanna has now gotten the full topside paint job she deserves!

Robert A. Klein

Incline Village, Nevada

IN A COLLISION WITH A PIER

I want to take this opportunity to express my appreciation for a job well done to Peter Van Inwegen and Mariner Boatyard of Alameda. Our boat, the *Pearson 40 Rain Dragon*, sustained damage to her pulpit and railing in a collision with a pier — which is a story in itself. Mariner Boatyard was quick to send someone to inspect the *Dragon*, and their punctuality in coming up with an estimate greatly aided our insurance claim.

While we were away for a week, Van Inwegen sent over licensed master Carl Jordan to ferry the *Dragon* to Mariner Boatyard. Once the work was done, Mr. Jordan ferried the *Dragon* back. We came home to find the *Rain Dragon* securely tied in her slip and everything shipshape.

We have received a number of compliments on the work from friends, as the bow now looks as if Peter passed his magic hands over it to erase all traces of damage and to restore the *Dragon's* beauty. And all this within the estimate!

In short, Mariner Boatyard's work was excellent, their service outstanding, and their estimate accurate. I would gladly use them again — although, I hope, under happier circumstances.

Rosemary Williams
Northern California

Readers — We get so many letters in praise of Northern California boatyards that there simply isn't room to run them all. The above two epistles are typical of many others.

I'VE HEARD THEM DISCUSSED

Could you provide me with the phone number or address for a cruisers' association — I believe it's called the Seven Seas Sailing Association? I've heard them discussed, but don't find ads for them in any of the sailing magazines.

P.S. I really enjoyed the Corenmans' articles on the South Pacific and their talk at Pineapple Sails.

Becky Failor
Planet Earth

Becky — The non-profit Seven Seas Cruising Association can be reached at 1525 S. Andrews Avenue, Suite #217, Fort Lauderdale, FL 33316. Their Commodore's Bulletin, which was recently redesigned to be more readable, usually has lots of current information about the popular cruising grounds around the world.

Readers — Latitude welcomes all letters on topics of interest to sailors, but please spare us your attempts at poetry. Try to be brief and avoid libel. If you're responding to a previous letter, please note the issue and the page. You must sign your name, but we'll withhold it if there's a good reason. A phone number helps in case we can't read your writing or need more information. As always, we reserve the right to edit all submissions for clarity and brevity.

INTERPHASE

**IF YOUR CHART IS 35 YEARS OLD, YOUR
DEPTH SOUNDER TECHNOLOGY BETTER NOT BE!!**

LOOK FORWARD WITH **INTERPHASE**

The PROBE, a forward scanning sonar and depth finder, has the ability to show you the bottom **BEFORE** you drive over it! This Phased Array, Solid State Sonar is the first forward scanning device specifically designed for recreational sail-ors and boaters. In unfamiliar waters, or when the chart is old and unreliable, wouldn't it be nice to see the bottom before you run over it?

This technology is like underwater radar...

See your local Interphase Dealer for details
or call toll-free 1-800-365-2007.

Dealers in Your Area:

Seattle	Crow's Nest	(206) 632-3555
	Sea Technology	(206) 633-2930
Anchorage	Aviation Electronics	(907) 248-0098
San Diego	Phantom Marine	(619) 221-8184
Newport Beach	Phantom Marine	(714) 631-8835
Long Beach	Long Beach Marine	(310) 594-8888
Marina del Rey	Baytronics South	(310) 915-1616
	Maritime Communications	(310) 821-4958
SF Bay Area	Star Marine Electronics	(510) 769-7827
Santa Cruz	Johnson-Hicks Marine	(408) 475-3383

All West Coast:

West Marine (800) 538-0775
Boat US Marine Center (800) 937-2628



Alameda Prop & Machine

at the Grand Marina Marine Center

(510)522-7899 (800)774-7899

PROPS

Sales & Repair

Computer Sizing

Fixed

Folding

Feathering

Custom Fabrication

Rudders

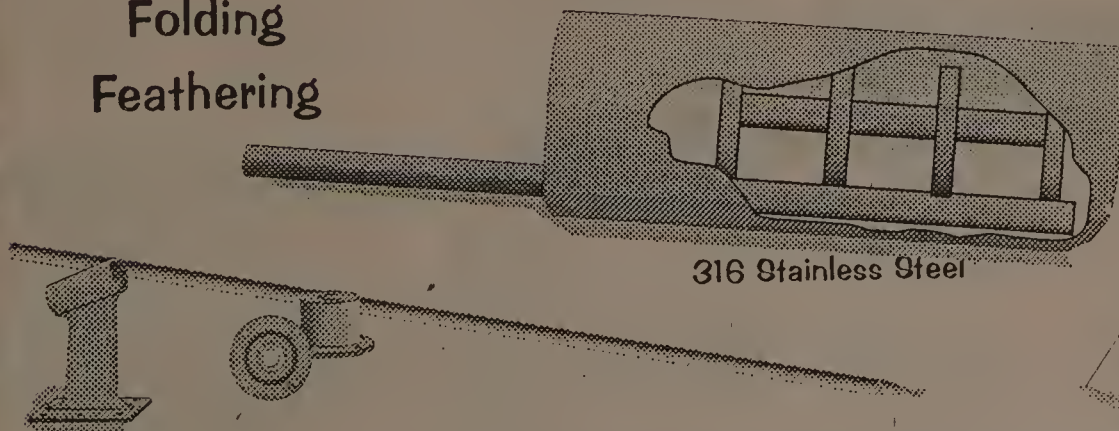
Couplings

Bearings

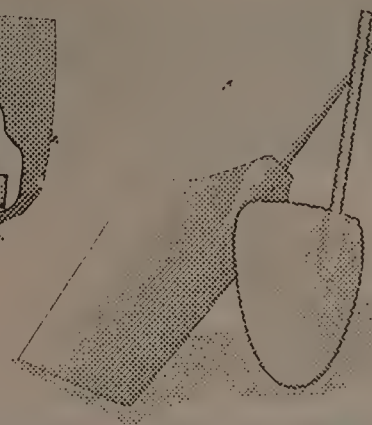
Shafts

Struts

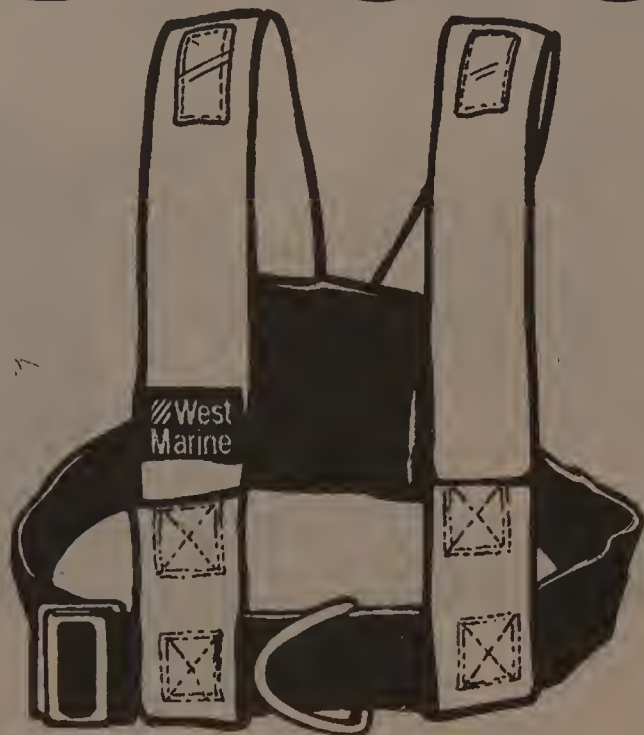
Gudgens



316 Stainless Steel



LONG ON STRONG



West Marine Basic Safety Harness

Too many belts, buckles and straps don't make a safety harness safer, they make it more uncomfortable and confusing. When we designed our Basic Safety Harness our goal was to keep it simple. When we finished stripping off everything our harness didn't need, we found no shoulder buckles, a single chest buckle and one D-ring instead of two. What was left we constructed from stainless steel and soft, two-inch-wide nylon webbing. The result is a harness that's lightweight, handsome, easy to put on and rugged enough to meet ORC specifications for offshore sailboat racing. Available in Medium and Large.

Models 315749, 315756

Also available:

West Marine Child's Harness

Model 315764

34⁹⁵

24⁹⁵

West Marine

We make boating more fun!™

Convenient Locations Nationwide!

Oakland.....	2200 Livingston St.....	510-532-5230
Palo Alto	850 San Antonio Rd.	415-494-6660
Sacramento	9500 Micron Ave.	916-366-3300
Santa Cruz	2450 17th Ave.	408-476-1800
Sausalito	295 Harbor Dr.	415-332-0202
San Francisco.....	Opens July 19 '96.....	415-543-3035
S. San Francisco	608 Dubuque Ave.	415-873-4044
Stockton	1810 Field Ave.	209-464-2922
Honolulu	111 Sand Is. Access Rd.	808-845-9900

TOLL-FREE PHONE ORDERING: 1-800-538-0775. OPEN 7 DAYS A WEEK.

LOOSE LIPS

Dave Lengschmidt — sailor with a lot of heart.

Those who didn't know Alameda's Dave Lengschmidt (us, unfortunately, among them) were evidently the ones who lost more in his recent passing than those who did. The 52-year-old sailor, biker, mechanic, electrician extraordinaire, hot rod builder and adventurer who died on May 20th definitely brought a zest to life that extended well beyond his large circle of friends, family and acquaintances

Although his survival for ten years after receiving a heart transplant at San Francisco's California-Presbyterian Medical Center is noteworthy in and of itself, Lengschmidt's pedal-to-the-metal approach to living is what really set him apart from the crowd. In the 1991 Ancient Mariners TransPac, for example, he steered his vintage Lapworth 50 *Caprice* to line honors. A year later he won his class in the Doublehanded Farallones race, followed by an overall win in the Doublehanded Lightship sprint in 1994. Last year, he lost his rig in the same squall that flipped the 40-foot trimaran *Aotea* coming back from Doublehanded Farallones race and spent several hours trying to rescue the mast before cutting it loose.

In the grand tradition of the San Francisco Bay Area waterfront, Lengschmidt was more than just a good sailor. "He could fix everything except dinner," quips Ralph Lucas, a fellow Alamedan and Dave's captain aboard the classic ocean racer *Santana*, which the two sailed aboard for many years. The son of a master carpenter, Lengschmidt never met a bike, car, electrical system or boat he couldn't fix. Lucas says the classic Dave story was of a singlehanded voyage Lengschmidt made up the coast from Santa Barbara in a leaky 30-foot cutter some years ago. By the time he was just south of Moss Landing, it became apparent that the water was coming in faster than he could pump it out, so Dave came into the beach. He dropped anchor outside the surf line and backed the boat into the waves. Once ashore, he caulked the hull up and waited for high tide, at which point he pulled the boat back out through the surf and continued on his way!

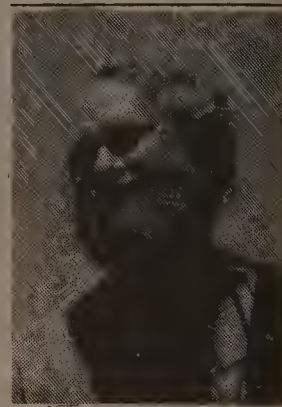
Another time, Dave and a young pal borrowed a Star boat for a sail on the Estuary, only to have the boat sink out from under them after plowing into a tugboat's wake. The two hapless mariners clung to a buoy until dawn when the boat's owner came looking for them. According to Lucas, that buoy has been known as 'Hotel Lengschmidt' ever since.

Lengschmidt's incurable optimism inspired many, including other heart transplant patients whom he counseled. "He never whined," says Ken Katz, who met Dave shortly before crewing for him on the 1991 TransPac. "On one of our first sails together, I remember him looking at the sun set with this incredible intensity. He was like that with everything, just really treasuring every moment."

It wasn't heart problems that led to his downfall. His wife Barbara, whom Dave met at a crew list party in 1988, notes that bladder problems starting appearing late last year. Eventually doctors found cancer and surgery revealed that little could be done. He declined rapidly.

One of Barbara's most vivid sailing memories of Dave was racing down the coast in 1991 and seeing a flare in the night from a dismasted Express 27 that was 10 miles further west. "We ran towards the light and picked up a radio connection," recalls Barbara. "The wind was blowing and the seas were huge and Dave just kept us sailing circles around this boat all night while the Coast Guard used us to hone in for a rescue. We were all pretty new to sailing on the boat, but Dave never raised his voice unless the boat or someone was in danger. He wasn't one to flame out."

Those who'd like to make a donation in Dave's honor can do so



West Marine

We make boating more fun!™

The BEST Selection in Boating!



NEW ENGLAND ROPES

Save 20% on all Sta-Set Dacron Braid

- A great balance of strength, stretch, and price
- Ideal for running rigging on cruising boats and club racers
- Flexible and easy to handle throughout its service life



MAGMA™
MADE IN USA

Marine Kettle Propane BBQ

"Kettle" style allows grilling, roasting—even baking.

Mounts sold separately.
Model 585521 Reg. \$145.95

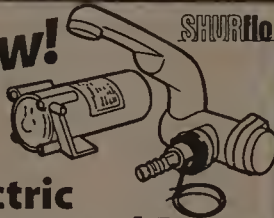
Save \$25

Sale 119⁹⁹



New!

SHURflo



Electric Faucet and Pump

- Sleek ABS faucet with built-in switch
- 12V, 1-gpm water pump

Model 296477 Reg. \$69.95

Sale 64⁹⁵

Save 10%

Forespar Line Control Whisker Pole

- Improves your downwind performance without a spinnaker
- Telescopes from 8'-14'

Model 190884 Reg. \$398.00

Sale 349⁰⁰



All Chelsea Clocks & Barometers

Save 10%

Save 20%



All Shields Series 148 Bilge Hose

Ref. #863-1399



RITCHIE

X-11 Handbearing Compass

QuickSight sighting system produces clear and accurate bearings.

Model 184855

24⁹⁵

ICOM Marine

IC-M10 Handheld VHF

Uses long-lasting, affordable alkaline batteries.

Model 247454

New Low Price

174⁹⁵



Save \$90

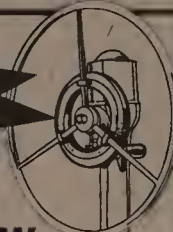
Autohelm ST 4000W Wheel Autopilot

Fully enclosed drive unit For boats to 40'

Model 480400

Reg. \$989.95

Sale 899⁹⁵



ICOM Marine

Solar Mini-Vent

- Exhausts up to 1,000 cu. ft. of air per hour
- Strong polycarbonate construction

Model 183733 Reg. \$56.95

Sale 49⁹⁵

Hurry! Prices good July 8 - July 28, 1996

Convenient locations nationwide

LOW PRICES
plus
PRICE MATCHING

Simply bring in any competitor's ad, and we'll gladly match the price! 188851

Oakland	2200 Livingston St.	510-532-5230
Palo Alto	850 San Antonio Rd.	415-494-6660
Sacramento	9500 Micron Ave.	916-366-3300
Santa Cruz	2450 17th Ave.	408-476-1800
Sausalito	295 Harbor Dr.	415-332-0202
New! San Francisco	Opens July 27 '96	415-543-3035
S. San Francisco	608 Dubuque Ave.	415-873-4044
Stockton	1810 Field Ave.	209-464-2922
Honolulu	111 Sand Is. Access Rd.	808-845-9900

To order by phone 24 hours a day call 1-800-538-0775

Don't miss West Marine's "Sailing on San Francisco Bay" July 11th at 8PM on Sports Channel.

A LIFE SAVER YOU'LL SAVOR



SOSPENDERS

Inflatable Life Vest with Safety Harness The two-in-one safety solution!

A SOSpenders Life Vest and Harness one of the smartest ways we know to stay safe on the water. First, it keeps you on board with a strong safety harness that's tough enough to meet ORC specifications for offshore sailboat racing. Then it backs that protection up with a bright-orange inflatable life vest, whistle and SOLAS-grade reflective tape. Best of all, a SOSpenders Life Vest with Safety Harness is so comfortable and unobtrusive it's easy forget you're wearing it, until you have to depend on it. Available in Automatic (immersion-activated) and Manual (rip-cord-activated) styles. Tethers sold separately.

Manual

Model 429647 Reg. \$144.95

Automatic

Model 429654 Reg. \$159.95

Sale 134⁹⁵

Sale 149⁹⁵

West Marine

We make boating more fun!

Convenient Locations Nationwide!

Oakland.....	2200 Livingston St.....	510-532-5230
Palo Alto	850 San Antonio Rd.	415-494-6660
Sacramento	9500 Micron Ave.	916-366-3300
Santa Cruz	2450 17th Ave.	408-476-1800
Sausalito	295 Harbor Dr.	415-332-0202
San Francisco.....	<i>Opens July 19 '96</i>	415-543-3035
S. San Francisco	608 Dubuque Ave.	415-873-4044
Stockton	1810 Field Ave.	209-464-2922
Honolulu	111 Sand Is. Access Rd.	808-845-9900

TOLL-FREE PHONE ORDERING: 1-800-538-0775. OPEN 7 DAYS A WEEK.

LOOSE LIPS

to the Encinal YC Juniors Program, c/o Encinal YC, Pacific Marina, Alameda, CA 94501, or to the Sea Scouts.

— shimon van collie

Calling women boaters.

Your opinions are wanted on a variety of boating-related topics. Marine Marketing to Women, Inc., an organization based on industry education, is creating a new Women's Consumer Advisory Board and is seeking interested female boaters who will participate in surveys and possible focus groups. Interested parties should write c/o Marine Marketing to Women, Inc., P.O. Box 2705, Winter Park, FL 32790. Be sure to include a brief overview of your boating experience.

Say 'cheese'.

Maritime history buffs passing through San Diego through the end of September might be interested in an exhibit titled "USS Monitor and the Age of the Ironclads" — now showing at the San Diego Maritime Museum. The USS Monitor — so called 'cheesebox on a raft' — was launched in 1863, the same year as San Diego's own historic tallship *Star of India*. But they were quite different ships. Monitor was the first purpose-built iron warship sporting the first moveable turret to be used on a ship in wartime. Her most famous encounter occurred at Hampton Roads, Virginia in March of 1862 against the confederate ironclad Merrimac, which was really an iron superstructure built atop the burned-out hulk of a sailing ship. Now we'll let you in on the answer to a popular trivia question: neither ship won the battle that day. They just pounded the hell out of each other, cannonballs bouncing everywhere, for several hours, then went home. The display in San Diego, a traveling exhibit direct from the Smithsonian Institute, features artifacts from several different ironclads, including some items salvaged from Monitor herself, brought up from her final resting place off Cape Hatteras. For more information, call the museum at (619) 234-9153.

Gee whiz, GPS.

Spotted in a magazine ad for Lincoln automobiles:

(Our Roadside Assistance program) goes 10,000 miles into space with a satellite. It's the Remote Emergency Satellite Cellular Unit we call RESCU. Simply push a button and global positioning satellites will determine your location. Your position is then relayed to the Lincoln Security Response Center which will dispatch assistance to keep you informed via your hands-free cellular phone.

Just have one question: Can we get one to fit our old Valiant?

Dear Latitudes,

Enclosed please find an ad to run in the July issue, and a check from a woefully small-penis powerboat owner. Waterworld has shown me the error of my ways, so please tell your sailing buddies to stop slamming into my boat whenever I spend the night at Angel Island.

— Michael McKee

Piling up.

Reader Tom Macpherson dropped us a note to say there is a significant hazard to navigation at the northeast end of Treasure Island in the form of incompletely-removed pilings. On June 1, Macpherson's J/40 *Elan Vital* hit one of them while transiting the area, incurring expensive damage. He spotted another piling above the surface of the water and surmised the rest. "There is only one small, white plastic buoy that marks the extreme northeast border of this hazard," he notes, "so please be careful."



INSTRUCTION & CHARTERING

ASA CERTIFIED COURSES



For all those who dream about sailing the Bay and exotic ports beyond – and for those whose skills have grown rusty – we offer lessons from basic levels to ocean passage making.

ASA BASIC COASTAL CRUISING

(All instruction on 28'-32' Sailboats with diesel engines and wheel steering). Learn to safely sail and skipper 32' sailboats. Emphasis on sailing as skipper, docking and maneuvering under power, crew overboard recovery and anchoring. Limit of 4 students.

• Basic Sailing: One Weekend ~ \$285

• Weekdays: Five days ~ \$745 • Weekends: Six days ~ \$745

ASA BAREBOAT CHARTER AND NIGHT SAILING COURSE

This 3-day, 2-night intensive course begins with extensive docking under power on a 40'+ sailboat. Boat systems, anchoring, emergency procedures, advanced sailing techniques, crew overboard recovery methods, and navigation are covered. Limited of 4 students. \$625

• July 19-21 • August 2-4 • August 23-25 • Sept. 13-15

ASA ADVANCED COASTAL CRUISING

S.F. to Drakes Bay, the Farallones and Half Moon Bay

This course integrates a wide range of sailing and navigating techniques on a 42' to 45' sailboat. Designed for the individual who intends to be prepared for serious cruising. This 3 1/2-day offshore course will be a realistic sailing and navigation experience. \$695

• July 4-7 • August 15-18 • Sept. 19-22

Club Sails — Enjoy the Bay with our club members. Sailors and non-sailors are welcomed to join. Every other Wed. (July 3, 7 etc.) from 5:30-8:30 pm & every other Sat. (July 13, 27) from 4-7 pm = \$25

• Full-day blast to the Farallones on a 40+ sailboat. We cover offshore techniques & coastal navigation.

• July 13 • August 10 \$185

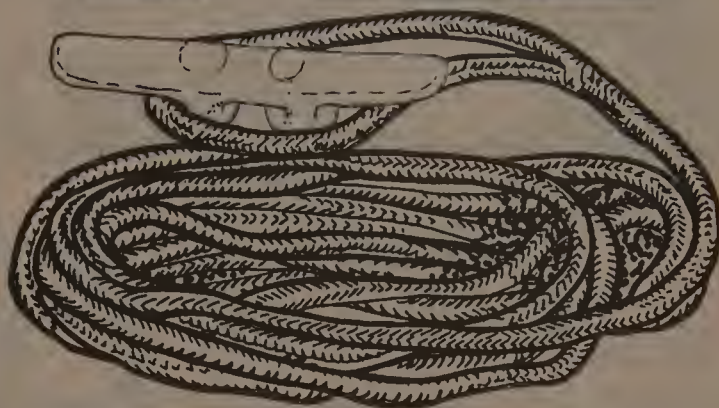
• **Mexico:** We have two separate sailboats leaving for Mexico; one will leave late Oct. and the other late Nov.

Call us to arrange 3 to 5 day passages (ASA Bareboat & ACC courses) and to obtain more details.

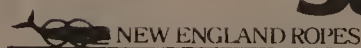
Call for free brochure
(415)331-8250 • (800)995-1668

2310 Marinship Way • Sausalito CA 94965

FINE LINE



Save 15%



NEW ENGLAND ROPES

White & Gold Double Braid Dock Lines

Made from our strongest anchor, dock and tow line!

Protect your boat with the strongest dock line from the most respected name in marine cordage—New England Ropes' White & Gold. Not only does White & Gold look great, it's 15% stronger than three-strand line and it's treated with SeaGard® for incredible strength and chafe resistance. In abrasion tests where untreated line chafes through after 21 cycles, line treated with SeaGard® endures an incredible 399 cycles before failure. And that can easily make the difference between a dock line that chafes through during a storm and one that holds up until your next trip to the dock. Twelve-inch eye splice in one end.

Diameter	Length	Model	Reg.	Sale
3/8"	15'	138925	\$12.75	10 ⁷⁹
3/8"	25'	138941	\$16.50	13 ⁹⁹
1/2"	15'	138966	\$17.25	14 ⁹⁹
1/2"	25'	138974	\$23.50	19 ⁷⁹
5/8"	15'	138990	\$25.50	21 ⁹⁹
5/8"	25'	139014	\$40.50	33 ⁹⁹
5/8"	35'	141713	\$45.25	37 ⁹⁹

West Marine

We make boating more fun!™

Convenient Locations Nationwide!

Oakland.....	2200 Livingston St.....	510-532-5230
Palo Alto	850 San Antonio Rd.	415-494-6660
Sacramento	9500 Micron Ave.	916-366-3300
Santa Cruz	2450 17th Ave.	408-476-1800
Sausalito	295 Harbor Dr.	415-332-0202
San Francisco	Opens July 19 '96.....	415-543-3035
S. San Francisco	608 Dubuque Ave.	415-873-4044
Stockton	1810 Field Ave.	209-464-2922
Honolulu	111 Sand Is. Access Rd.	808-845-9900

TOLL-FREE PHONE ORDERING: 1-800-538-0775. OPEN 7 DAYS A WEEK.

West Marine
We make boating more fun!™

Grand Opening!

Doors open at 8 am July 27!

Hurry! Sale prices good July 26, 27 & 28

BUY ONE, GET ONE FREE!

Captain's Varnish

- Top-rated by Practical Sailor
 - UV inhibitors for durability
- Quart
Model 136879



2 for

14⁹⁹

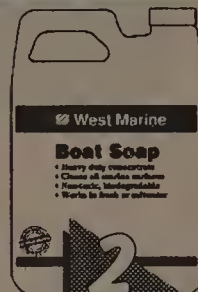
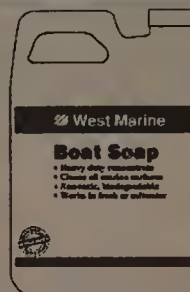


Fire Extinguisher Mariner 5P

- Compact size great for personal watercraft
 - 5-B:C dry chemical fights oil, grease, & electrical fires
- Model 103624

2 for

12⁹⁹



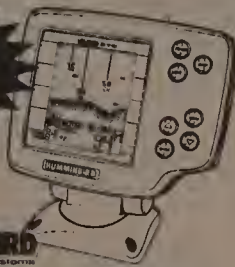
2 for

4⁹⁹

Boat Soap

- Biodegradable and nontoxic
- Quart
Model 245050

Save \$10



Humminbird Wide Eye Fishfinder

- Displays narrow and wide-angle views
 - Digital target-depth readout
 - Structure ID™ shows bottom density
- Model 141533
Reg. \$178.45

Sale 168⁴⁵

Save \$30



Zephyr VHF

- 25-watt all-channel radio
 - All-channel scanner
 - Instant channel 16 access
 - 3-year warranty, plus lifetime flat-rate repair plan
- Model 144453
Reg. \$139.95

Sale 109⁹⁵

Save \$10

Aperto

501 Plus VHF

- Programmable scanner and dual watch
 - "16 Plus"
 - Weather Watch
 - Selectable 5- or 1-watt transmit power
 - 3-year warranty
- Model 222309
Reg. \$179.95

Sale 169⁹⁵



Save \$20

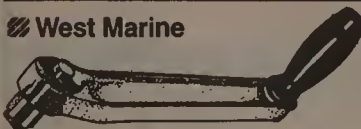
45 GPS

- Stores 250 waypoints
 - Sharp graphic screen
 - Unique one-hand operation
 - NMEA data output
 - Differential ready
- Model 261000
Reg. \$269.95

Sale 249⁹⁵



West Marine



Winch Handle

- 10" glass-injected nylon
 - Fits almost all winches
 - Lightweight, but does not float
- Model 279291
Reg. \$27.95

Sale 24⁹⁵

Meguiar's

One-Step Cleaner/Wax

Pint
Model 208694 Reg. \$8.75

Sale Price \$6.95
Mfr. Mail-In Rebate -\$3.00
Your Final Cost \$3.95

Sale 3⁹⁵ after rebate



West Marine Rigging Knife

- All stainless
 - 2 1/2" blade, marlinspike, shackle opener, screwdriver
- Model 190694
Reg. \$16.25

Sale 9⁹⁵



Save 35%

Stock up now!



Biodegradable Toilet Tissue

4-roll pack
Model 120121
Reg. \$1.99

Sale 1⁴⁹

Celebrate with These Savings at EVERY

OAKLAND

2200 Livingston St.
510-532-5230

PALO ALTO

850 San Antonio Rd.
415-494-6660

SACRAMENTO

9500 Micron Ave. #120
916-366-3300

SAN FRANCISCO

101 Townsend St.
415-543-3035

SANTA CRUZ

2450 17th Av.
408-476-1800

of OUR 150TH STORE

ONLY!

Save
\$20



West Marine

7 x 50 Binoculars

- Quick center-focusing
- Multi-coated optics
- Model 388710
- Reg. \$89.95

Sale **69⁹⁵**

OPTRONICS



12 Volt Spotlight

- 400,000 candlepower
- 10-ft. cord
- Model 315200
- Reg. \$24.95

Sale **17⁹⁵**

BARBUCK



Aluminum Deck Chair

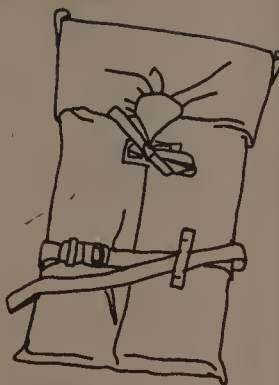
- Sturdy "double-leg" design
- Comfortable hardwood armrests
- Blue 261230
- Red 261222
- Reg. \$39.95

Sale **33⁹⁵**

USCG Approved Type II Life Vests

- Foam flotation material never waterlogs
- Bright-orange nylon cover
- Adjustable strap; quick-release buckle

Model
Adult 112458
Child 112466
Sm. Child 112474
Reg. \$4.85/ea.



Sale **3⁹⁹/ea.**

Third Mate Fenders

- Premium heavy-duty vinyl
- Adjustable air pressure
- Lifetime guarantee

Model Reg.
5" x 15" 190787 \$9.99
6" x 18" 190795 \$15.99
8" x 22" 289514 \$25.99

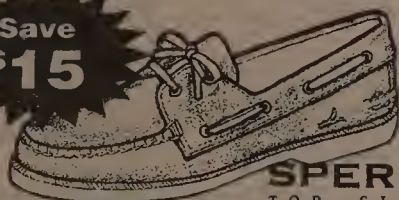
Save
20%

Sale
7⁹⁹
12⁷⁹
20⁷⁹



West Marine

Save
\$15



SPERRY
TOP-SIDER

Authentic Original® Boat Mocs

- Full-grain cowhide uppers; durable nonskid sole
- Tan, Brown, Ice
- Mens Model 156405S
- Womens Model 323401S
- Reg. \$54.95

Sale **39⁹⁵**

FREE \$10 Gift Certificates!

To the 1st 100 customers at every NorCal store on July 27 ONLY!

Northern California Store!

SAUSALITO

295 Harbor Dr.

415-332-0202

S. SAN FRANCISCO

608 Dubuque Ave.

415-873-4044

STOCKTON

1810 Field Ave.

209-464-2922

Special Celebration in San Francisco!

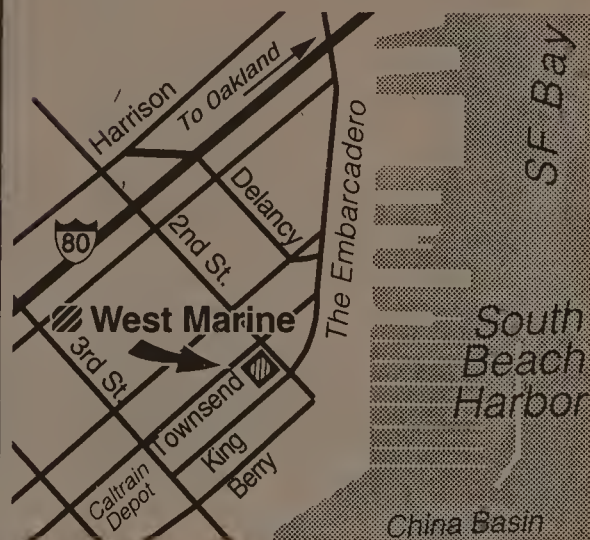
WIN! Spectacular Prizes

Hourly drawings from 8 am to 2 pm at our San Francisco location only.

Meet the Experts!

Factory representatives on hand to demonstrate equipment and answer your questions.

Sat, July 27 in San Francisco



101 Townsend 415-543-3035

From the Bay Bridge—Take the Harrison St. exit. Turn left on Harrison, ahead 1 block, then left on 2nd. West Marine is 3 blocks down, on the left.
From I-280—Take the 4th St. exit (freeway end). Continue to 3rd St.; then left. Continue 2 blocks to Townsend, then right. West Marine is at the end of the block, on the right.

West Marine
We make boating more fun!™

SIGHTINGS

aotea — end of the mid-life crisis

If you are a regular reader, you will already know the shorthand version of Aotea's story. If you are not, bear with us for a moment.

Aotea is a 40-ft ocean-racing trimaran designed by Jim Antrim for Mill



COURTESY PETER HOGG

Above, 'Aotea' sunny-side up. Spread, scenes from Nomwin. Center inset, Alita Otto.

Valley's Peter Hogg. Launched on April Fool's Day, 1990, the boat became consistently active in crewed and shorthanded races both in and out of the Bay. Currently, she holds a handful of sailing records, including the current singlehanded sailing record to Hawaii, the singlehanded sailing record from San Francisco to Japan and several in-the-Bay marks.

Coming home from the 1995 Doublehanded Farallones Race with Hogg and Antrim aboard, the boat was capsized by a quick-moving squall. Peter and Jim were airlifted to safety by the Coast Guard, and planned to recover the boat at the soonest possible opportunity. Unfortunately, they could never find her again. Aotea was sighted on three occasions over the next six weeks, but every time Peter would charter a flight or boat to head out and get her, she'd 'disappear'. The last sighting occurred approximately 250 miles southwest of San Diego in May of 1995.

On May 6, 1996, the Coast Guard in Guam received a fax from the state of Chuuk in the Federated States of Micronesia saying that a capsized yacht had been found on Nomwin Island, and that telephone numbers and other information retrieved from the chart table identified Peter Hogg as the owner.

Ironically, Peter received this news while headed across the Pacific during last month's crewed record run to Japan aboard the 60-ft trimaran Lakota. It was faxed to him by Shama Kota, who acted as middleman (middle woman?) in the weeks-long attempt to verify the news. Upon his arrival in Yokohama, Peter flew to Micronesia to see what was left of his boat. The following is his report.

In the early evening of May 1, Alita Otto, a 68-year-old retired medical officer, saw a capsized boat floating in the lagoon of Nomwin Atoll, which lies in the Hall Island Group about 60 miles north of Truk. Alita and his family retrieved the boat and anchored her closer to the shore of Nomwin, over a sandy clearing in the reef so she wouldn't be damaged.

The only mode of transportation from Truk to Nomwin is via the 'standard' Chuuk boat. Unfortunately, this is no longer the picturesque sailing canoe, but a 16-ft Boston Whaler with a 40-horse outboard. Through the assistance of Steven Winter, an American living on the main island of Moen, I made an agreement with Kisano Bob to take me to Nomwin and back for \$150.

Loaded with three passengers (including me), ten 5-gallon plastic fuel tanks, fishing lines, bananas, and a compass sitting on the floor of the boat, we went north, beam-on to the prevailing tradewinds. After four hours, Kisano stopped the boat, and the three people on board searched the horizon for coconut trees. These were spotted, indicating we were directly on course.

Nomwin is a small island, about 400 yards by 150 yards with a population of 500, including 150 children. The residents live a traditional life without electric power, telephones, cars or television. Their diet is basically bananas, taro, breadfruit, fish — and imported California rice.

Upon arrival, I was escorted to Alita Otto's house where I sat on the floor with about 30 of the locals and explained through a translator (Francis, the schoolteacher), the history of Aotea, the circumstances of the capsizing, what each piece of equipment they had salvaged was, and how it was used.

After about three hours, Alita told me that I could have the boat and all its

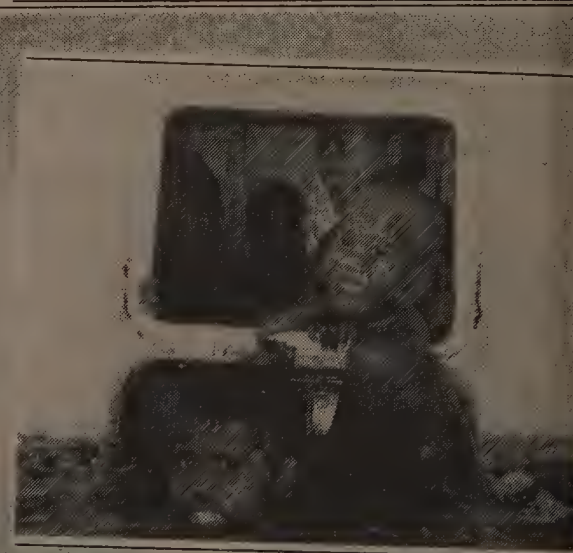
continued outside column of next sightings page

singlehanded ... the case of the

Many of you out in readerland probably noticed a significant flaw in last month's preview of the Singlehanded TransPac Race: most of the article was missing. We're talking about the introduction article, which was supposed to appear on both pages of the opening spread (the one that showed Bruce Schwab's *Rumbleseat*). We wrote it, we laid it out and we sent it to the printer. But when the magazine came out, it wasn't there. Fortunately, the profiles of the 17 entrants survived the printing *faux pas* intact.

After we got done tearing our hair out, crying into several beers and bellowing obscenities at the lowlife amoeba responsible for the gaffe (not to his face, of course), we realized that some good could come of the situation. When we think of what it could be, we'll let you know.

In the meantime, the intrepid singlehand-



transpac update, or. . . missing article

ers are on their way. They started the 2,120-mile race to Hanalei Bay, Kauai, at noon on June 29.

The field got shuffled a bit between last month's writeup and the start. Three entrants dropped out for various reasons, but two more signed up, for a total of 16 starters. The two new signees are both returning SSS TransPac veterans. **Barry Bristol** participated in both the '86 and '88 races — taking first in division in the latter — and is once again sailing his *Crealock 37 Coaster*. **Greg Morris** took third in his division in '94 aboard his *Farr 33 Slipstream* — with a broken finger! The rest of the field remains the same: **Chuck Beazell** (*Hunter 54 Joe*), **Mark Deppe** (*Ericson 38 Berserker*), **Ed English** (*Beneteau 35s7 Orange Blossom Special*), **Doug Graham** (*Pacific Dolphin 24*

continued middle of next sightings page

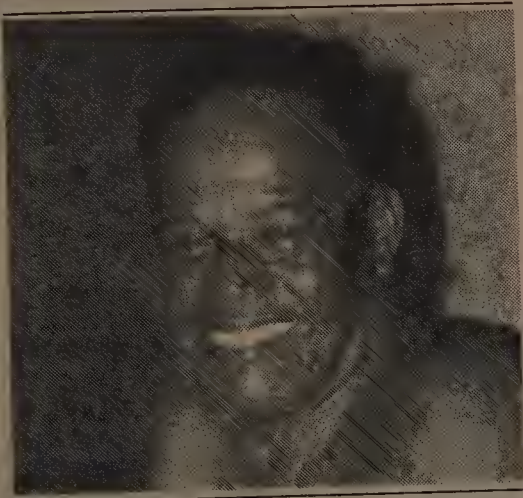
aotea — cont'd

equipment back if I wanted it. However, prior to going to Nomwin, I had decided to give the boat to Alita. Jim Antrim had sent a full set of drawings to me in Japan, and I presented them to him. I then spent the next three days discussing in detail how *Aotea* could be righted and made usable. Ironically, the one piece of equipment — and the one manual — that had survived without any water damage was the SSB radio tuner. The only mode of communication from Nomwin to the outside world is SSB radio, and they did not have an antenna tuner. Within two days, we had hooked the tuner up and got it working. The container of emergency flares had also survived intact, so July 4 came early to Nomwin this year as I demonstrated the use of flares on the beach one night.

After a passage of almost 5,000 miles, *Aotea* was in surprisingly good condition. The mast had broken during the original capsizing and all traces of it and its shrouds were gone. The plexiglass canopy was gone. The port crossbeams were broken in the middle and the port hull was gone. The starboard and main hulls were intact with no apparent structural damage. The boat was floating high, with only about 6 inches underwater.

Interestingly, the tips of the rudder and daggerboard were abraded as though they had been attacked with a disc sander. This led me to speculate

continued outside column of next sightings page



aotea — cont'd

that at some point *Aotea* had somehow been righted and become stuck on a reef or in coral sand. She possibly lost the port hull at this time, before coming free, capsizing again and continuing on her way.

The locals had carefully stripped the boat of all its equipment without doing any additional damage. This equipment had then been distributed amongst members of Alita's family. I saw my survival suit hanging over a tree branch in Nomwin, and met a young man in Moen who was wearing my Harken boat shoes. I never saw the Pineapple roller furling genoa (which had been stowed in the forward hatch), but like to imagine it continuing life strung between two trees as the best retractable sunshade in Nomwin.

The evening before I left the island, Alita told me that he regarded *Aotea* as a gift from God, "and that they would make her whole again." The plan is to right her using coconut trees that overhang a nearby beach, then convert her into a power outrigger using one of the ubiquitous 40-horse outboards. I left a camera with him, and he has promised to send photographs of the work in progress.

On the return trip from Nomwin, I produced my handheld Magellan GPS (which I had brought on the *Lakota* trip). Kisano was very interested in how this worked. After some goodhearted negotiations, I set up the waypoints and courses between Moen and Nomwin, taught Kisano how to use a GPS and gave it to him in lieu of the previously-agree fee.

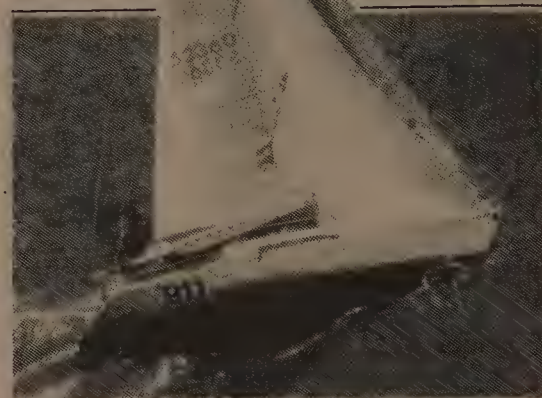
In a life of travels in many countries, I regard the visit to Nomwin as one of the highlights. *Aotea's* midlife crisis is over, and I'm confident she'll 'sail' again as the classiest outrigger in the lagoons of Micronesia.

felicity turns 100

It was only 30 years after the Civil War that San Francisco boatbuilder William Stone laid down the keel for a new yacht at his Cityfront yard. The year was 1895. Production automobiles, airplanes and even fountain pens

continued outside column of next sightings page

single

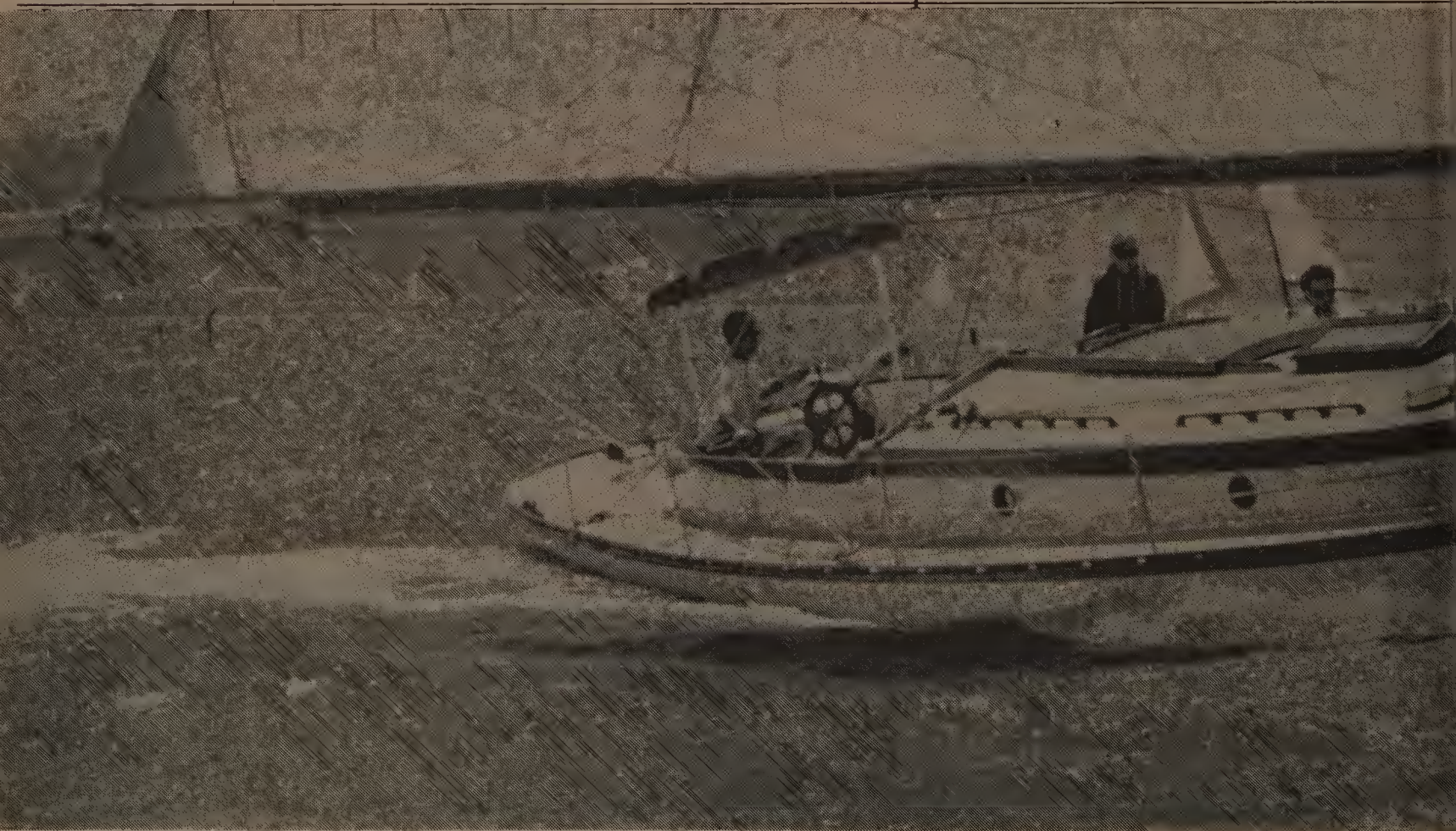


SSS TransPac racers can choose their own hull numbers. Some, like that on Greg Morris' 'Slipstream', are more whimsical than others.

Big Dot, Gary Helms (F-31 trimaran *Bad Boy*), **Fred Hess** (Pretorian 35 *Bravo*), **Mike Jefferson** (Yamaha 33 *Fox Fyre*),

peter bird,

A remarkable man died a cold, lonely death 1,100 miles east of Japan last month. English adventurer Peter Bird was a man of the sea, and had two crewed TransAtlantic passages and the '84 Singlehanded TransPac on his resume. But his real passion was for rowing on the open ocean — and he died



update — cont'd

Eric Jungemann (Olson 30 *Big Mon*), **Rob Macfarlane** (Newport 33 *Tiger Beetle*), **Terry McKelvey** (Cal 2-27 *Sensei*), **Michael Reppy** (Shuttleworth 36-ft trimaran *Nai'a*), **Bruce Schwab** (30 Square Meter *Rumbleseat*), **Ken Roper** (Finn Flyer 31 *Harrier*) and **Ray Thayer** (Brewer 60 *Wild Thing*).

The other bit of news is that the Singlehanded TransPac now has a web site. You can do everything from join the organization, to find out the history of the singlehanded race to Hawaii, to follow the progress of the race. You'll find them on the World Wide Web at <http://www.sfbaysss.org>.

Good luck and fair winds to the racers of the '96 Singlehanded TransPac. We'll let you know how it all turned out next month — if it's not too much to ask of our printer.

1947-1996

doing what he loved. Bird was 67 days into his fourth attempt at becoming the first person ever to row from Russia to California when his number came up. *Sector Two* — his 29-foot custom, cigar-shaped wooden

continued middle of next sightings page

felicity — cont'd

were all in the future, and it would be *another* 30 years before the St. Francis YC would occupy the same site on which the yard stood. The new boat, a 38-ft gaff cutter, was launched the following year as *Speedwell*.

A lot has changed since those days, but *Speedwell* sails on as *Felicity*. And Gardner and Lyle Kent's classic yacht is not only in bristol condition, but she can still 'run with the big dogs', as the saying goes. Last month, in her 100th year, the boat won her division in the annual Master Mariners Regatta and took the Billiken trophy for the fastest gaffer around the course! As a centenarian, she joins a small fleet of other local craft that have a century or more under their keels: *Freda* (built in Belvedere in 1885), *Wander Bird* (launched in 1883 as a German pilot schooner and later converted to a yacht), and the Maritime Museum historic ships *Balclutha* (1886) and *Alma* (1891).

As might be imagined, *Felicity's* story is one of passion and heartbreak, neglect and redemption, intrigue and roguery.

Speedwell was one of several type-built yachts designed and built by William Stone near the turn of the century. All were constructed of fir planks over white oak frames and featured shallow, saucer-like hulls meant for taming the wild Bay waters and exploring their shallower reaches.

Her first known owner was Tom Jennings, commodore of the Corinthian YC from 1904 to 1906, but she went through a passel more before returning to the Bay and the eventual stewardship of the Kent family.

By the mid-'20s, *Speedwell* had migrated south to Alamitos Bay (Long Beach), where an unrecorded owner added a small mizzen (making her a yawl) and changed her name to *Lenore II*. For the next 20 years, she went through a series of subsequent owners and names, including *Loudor*, *El Fuerte* and *Poseidon*. In 1946, a sheet metal worker named Roy Hoyt acquired the boat, renamed her *Felicity*, and brought her to Puget Sound.

Hoyt loved the boat and labored constantly to preserve and enjoy her. To make her more manageable, he took off the mizzen, shortened the original 12-foot bowsprit and converted her mainmast to a marconi. Sometime in the '50s, he also added the boat's first auxiliary power, a Ford tractor engine. The

continued outside column of next sightings page



felicity — cont'd

additional weight pushed much of *Felicity*'s counter underwater, giving her the distinct 'lowrider' appearance aft that she retains to this day. It didn't seem to hurt her sailing qualities any, however. In fact, there were more than a few



Birthday girl 'Felicity' takes the division-winning gun in the '89 Master Mariners at the spry young age of 93. She did it again this year at 100. Happy birthday!

who insisted that the added waterline made her sail better.

Then one day in 1970, while attempting to replace the Ford with a newer diesel engine, Hoyt had a heart attack and died.

Before his death, Hoyt had told his wife that if anything ever happened to him, she was to take the boat out and sink it, as he couldn't bear the thought of *Felicity* falling into a state of disrepair. Instead, she sold the yacht to a carpenter named Bill Williams, who kept up with the maintenance while living aboard for three years. Williams finally sold the boat in 1974 to finance a larger craft.

A few months later, *Felicity* became front-page news in local Bay Area newspapers. The new owner was sailing her back to San Francisco, but had engine trouble off Bodega Bay and had to be towed in by the Coast Guard. The FBI arrived shortly thereafter and seized the vessel, claiming she was evidence in a federal embezzlement case. Reportedly, the feds ripped the boat up pretty badly during the ensuing 'search'.

No one seems to know what, if anything, was found. To add insult to injury, there is a report that the boat was further damaged in a collision with a tug. At any rate, before long, *Felicity* — decidedly the worse for wear — was put on the auction block. She was bought by Al Engel, owner of the AAA Shipyard in Hunter's Point.

Engel could not have come along at a better time. Having endured 80 years of on and off maintenance, on and off neglect, a collision and the rough 'body search' by the FBI, *Felicity* was certainly in need of some serious TLC. Al gave it to her, putting his best union shipwrights on the project reframing and replanking the hull.

Unfortunately, those fellows were more used to dealing with steel Navy ships, for which AAA was a contractor, than wooden yachts. Engel eventually crossed paths with a young shipwright named Jeff Rutherford, who completed the project in the traditional manner. Or at least most of it. After studying original photos of the boat, Jeff convinced Al to return to the original gaff rig and ordered the timber for a new mast. "One day, Al stopped by and asked if I was going to make the mast by hand. I told him, 'Sure'. 'No, no!' he said. 'The machine shop will make it.'"

The next day, yard workers hefted the 50-foot stick onto a 70-foot lathe used to make propeller shafts for big ships. "They spent a whole week on it, working two shifts a day," noted Jeff, adding that it's still one of the most accurate wooden masts in existence. "It's perfectly round and tapered exactly

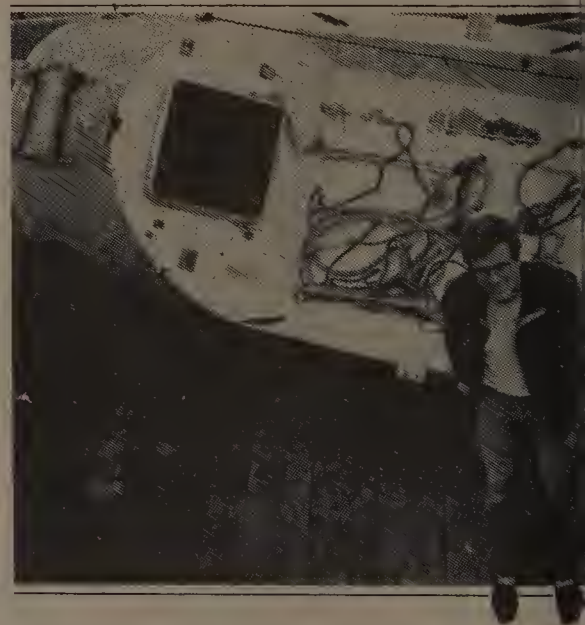
continued outside column of next sightings page

peter bird

craft — was recovered by the Dutch bulk carrier *Westwood Halla* on June 3. The normally self-righting rowboat was found floating upside down, with both watertight bulkheads stove in, opening the boat to the sea. Bird's survival suit and lifejacket were inside.

Circumstantial evidence suggests that the end came suddenly for the 49-year old voyager. On the morning of June 2, while experiencing winds up to 45 knots and 35-foot seas, *Sector Two* either collided with a floating object — possibly one of many 10-foot logs spotted in the area — or was perhaps just pummeled by the mother of all waves. Whatever caused the impact crushed the bulkheads, and knocked the Argos CML86 transponder off the top of the forward section (it is still transmitting signals even though separated from the boat). Bird — who was inside at the time — was swept overboard, possibly unconscious. His subsequently recovered logbook indicates that all was well one hour, 40 minutes before the EPIRB went off.

Whatever happened, Bird didn't have the time or opportunity to properly activate the three emergency signaling devices that he carried — two ARGOS units and a 406 EPIRB. The primary ARGOS unit is still floating around (and, as noted above, still transmitting), an interior-mounted backup unit was recovered unactivated with *Sector Two* and the EPIRB was recovered by a helicopter that homed in on its 121.5 mhz signal frequency. At this time, NOAA has indicated that they have no record of



receiving a signal at the 406 mhz frequency from this unit — which can be activated manually or via a water-soluble switch which theoretically activated the moment the unit was fully immersed. The initial 121.5 mhz signal was detected by the Russian Cospas

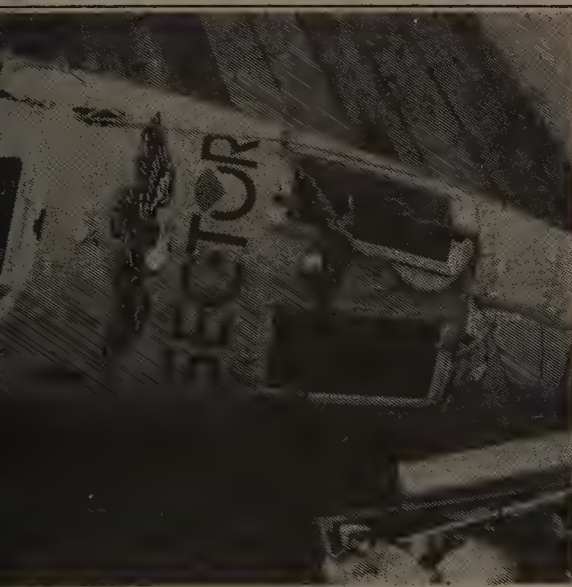
— cont'd

satellite which had *Sector Two* and the Siberian earth station in sight simultaneously. Disturbingly, there is also an unconfirmed report of a 'no zone' in the vicinity of the incident where 406 mhz signals cannot be detected. We're trying to find out more about this, and will keep you informed.

Bird, who lived in southwest London, leaves behind his partner Polly Wickham and their 5-year-old son Louis. He also had many friends in the Bay Area, as he lived in Sausalito off and on for probably a total of three years while training for his various endeavors, which included a record-setting 294-day row from San Francisco to Australia in 1982. Previously, in 1974, Bird and a partner rowed across the Atlantic in 106 days. Peter's solo efforts to cross the Pacific in '80, '92, '93-'94 and '95 failed.

We remember Peter as a dry-witted, intelligent man, not nearly as eccentric as his penchant for solo rowing suggests. "I'm just in it for the adventure," he told us when we once asked what motivated him. In answer to another inevitable question, he once said, "I choose to be alone, and thus by definition I am not lonely."

In a lengthy fax to Bird's friends with the breaking bad news, Peter Hogg — Bird's longtime buddy and *Sector Two*'s shoreside technical support coordinator — ended with the following sentiment: "For those of you who are personal friends of Peter, we are left to share our memories of an 'uncommon man'. His life has been very different than our own, and he has undertaken projects of inherently high danger. Peter knew and



Peter Bird and 'Sector Two'.

understood the risks. To him, they were worth the rewards of going where no man had gone before. The stories of his adventures are legends that leave us with memories of one of life's real characters. May his soul rest in peace."

felicity — cont'd

.04 inches every foot!"

The rejuvenated *Felicity* finally sailed again in May of 1980. But Engel would have only a few years to enjoy the boat, for in the mid-80s, she was seized again by the law. 'Misappropriation of funds' was the charge this time — Engel was accused of furthering personal and business projects using the Navy's money.

"An admirable use of defense funds, I'd say," says Lyle Kent, whose father, Gardener, and partner Richard Johnson bought the boat at the next public auction in 1987.

Gardener and *Felicity* seemed a suitable pairing right from the start. The elder Kent, an avid sailor from childhood, had founded and owned Green Tortoise, the bus tour company that offers cheap travel to places all over the nation aboard converted busses. Enterprising and resourceful, he was one person who could really appreciate the vintage yacht for what she was and what she represented. One small glitch was that he had never sailed a gaffer before. Lyle recalls some exciting moments as he and his father worked it out together.

Their learning curve was accelerated by little weirdnesses left over from the Navy workers — such as padeyes ripping out that were just screwed into the deck planking rather than through-bolted through frames. "At first, it didn't seem like going from Navy riggers to bus mechanics was much of a step forward," says Lyle. "But eventually, we fitted her out — and figured her out."

Felicity has been a regular competitor in the Master Mariners for more than a decade now, taking home her share of booty along the way. Lyle bought out his father's other partners and now the boat serves multiple duty as the family's pet project, recreation, heirloom and treasure. *Felicity* gets the pampered care a matriarch of her stature deserves. Yet she can still be found often out in her element, taming the wild Bay waters the way she did years before any world wars, Bay Area bridges, commuter traffic or fiberglass.

Even worrisome former owner Robert Hoyt would likely approve.

baja ha-ha III

With 31 entries having already paid in full for Baja Ha-Ha III, we suppose it's about time that we get around to officially announcing it. As most *Latitude* readers know, the Ha-Ha is the 'nothing serious' race/rally from San Diego to Cabo San Lucas — with two brief layovers. The first year we had 36 participants, while last year we had 69 boats in 10 divisions — the largest long distance race ever to Mexico. So apparently the non-profit Ha-Ha event fulfills some kind of need.

Please note that this year we've had to move the starting date back from November 3 to October 28. The reason is the lack of space in Cabo, virtually all of which is sold out for the winter season. Cabo Isle Marina officials say the best they can do is squeeze us in front of the Plaza Las Glorias between November 10 and 17. Actually, this is perfect. It means Ha-Ha'ers can have a week in Cabo — which for most folks is plenty — then move on to other destinations where friends and relatives can join them for Thanksgiving. See below for cruiser-friendly suggestions.

The first Ha-Ha event of 1996 will be the **Kick-Off Party**. It will be held at Cabrillo Isle Marina in San Diego starting at 1600 on Saturday, October 26. We'll have a free barbeque for each skipper and mate, while additional crew can eat for \$5 apiece (beverages extra). In addition, we'll be giving out free T-shirts, the race program, the race instructions, and other goodies at that time. Halloween costumes are the recommended dress.

October 28: Leg One, San Diego to Turtle Bay — The 360-mile leg to Turtle Bay will start at 1000 off Coronado Roads, just two miles from Point Loma. Crews wearing Halloween costumes at the start will be given an extra hour credit at the end of the race. There will be mandatory roll calls each morning on VHF and/or SSB. Boats not checking in will be scratched from the event. Skippers dropping out *without notifying* the Grand Poobah will be shot on sight at the first opportunity.

November 2: Beach Party, Turtle Bay — For the first two Ha-Has, this

continued outside column of next sightings page

baja ha-ha — cont'd

was the site of great no-host potluck/parties. If you average four knots from San Diego, you'll get a full night's sleep and still not miss it. Festivities begin in the afternoon. Bring your musical instruments, games and smile. Either be-

1996 Baha Ha-Ha Entries

<u>Yacht</u>	<u>Design</u>	<u>Skipper/Navigator</u>	<u>Homeport</u>
<i>Even Kiehl</i>	29-ft Catalac catamaran	Stuart L. Kiehl	Sausalito
<i>Moonraker</i>	Catalina 30	Bob Bailes	Oakland
<i>Illusions</i>	Yorktown 33	Jim & Babe Hamilton	Brookings, OR
<i>First Light</i>	Beneteau First 35s5	Joe Scirica	San Francisco
<i>Lord and Lady</i>	Island Packet 35	Jim & Renee McGovern	San Diego
<i>Rajada</i>	Island Packet 35	Andre Homen de Mello	Tortola, BVI
<i>Telemark</i>	Ericson 35	Walter Neef	Richmond
<i>Scalawag</i>	Union Polaris 36	Bob Shrader	San Diego
<i>Esprit II</i>	Crealock 37	Ric Cuthbertson	Long Beach
<i>Gumboot</i>	Choate 37	Jennie & Bob Crum	Los Angeles
<i>Passion</i>	Tayana 37	Jerry & Audrey Foster	Stockton
<i>Altaira</i>	Fairweather Mariner 39	Brad & Louise Mason	San Francisco
<i>Audrey Lane</i>	Valiant 40	Art & Nancy White	Alameda
<i>Por Que No</i>	40-ft trimaran ketch	Ron & Ro Char	San Francisco
<i>Rumba</i>	Hunter 40.5	Gary Land	Ballena Bay
<i>Sirena</i>	Morgan 41 ketch	Doug & Rosa Reynolds	Point Richmond
<i>Stone Soup</i>	Freeport 41	John & Patty Bartley	Mill Valley
<i>Annybelle</i>	Catalina 42	Barry Lennox	San Francisco
<i>Chances Are</i>	Catalina 42	Craig & Barbara Ashley	Richmond
<i>Neener³</i>	Catalina 42	Pete & Jean Ryan	Brisbane
<i>Renegade</i>	Golden Wave 42	Larry Bawden	Sacramento
<i>Spirit</i>	Pearson 424 ketch	Steve & Marsha Sears	San Francisco
<i>Sweet Dreams</i>	Brewer 42 cutter	Tom & Diana Sweet	San Diego
<i>Day By Day</i>	Spindrift 43	Bart & Deby Day	Long Beach
<i>Freedom</i>	Cheoy Lee 44 ketch	Bob Taylor	Estacada, OR
<i>Capricorn Cat</i>	Custom 45-ft catamaran	Blair & Joan Grinols	Lakeport
<i>Obsession</i>	Swan 46	Roger Chrisman	Sausalito
<i>Argonaut</i>	47-ft Olympic Adventure	Jim & Marie Tipton	Point Richmond
<i>Cabaret</i>	C&C Landfall 48	Pat, Sandra, Alex & Brian Vierra	Turlock
<i>Kiva</i>	50-ft Challenger ketch	Jim & Barb Nerison	Laveen, AZ
<i>Relax</i>	Crealock 57 ketch	Ron Jordan	San Diego

fore or later, bring clothes, balls and pencils to pass out to folks in Turtle Bay.

November 3: Leg Two, Turtle Bay to Bahia Santa Maria or Mag Bay — This roughly 240-mile leg will start at 1000. If you average four knots, you'll get a full day and night at the destination. Depending on the finish and conditions, there'll be another no-host potluck/party. Once again, clothes, pencils and balls all make great gifts for local kids.

November 7: Leg Three, BSM or Mag Bay to Cabo — This approximately 180-mile leg will start at 1000. Incidentally, any and all starts may be changed at the discretion of the Grand Poobah — the Wanderer — if he believes the weather or other conditions warrant it. For example, if there's 25 knots of wind on the nose, the start will be delayed. If there's 25 knots of wind from the northwest and the forecast is promising, we'll start. We will once again be using the services of one of the premiere weather forecasting services.

November 8 or 9: Cabo Check-In — Lucina's Broken Surfboard Tackleria, our favorite, will be the place to sign-in and report times. Each boat will record their own engine use and finish times. Lucina's will also be Ha-Ha headquarters at the Cape.

While we're doing our best to arrange berthing and/or rafting up for all boats in Cabo, we cannot absolutely guarantee that everyone will get in. If you call to try to reserve a berth, they'll just laugh.

November 10: the Ha-Ha Awards Ceremony — This giggler will be held on the beach beginning at 1400. As most folks know, our philosophy is that everybody who finishes the Ha-Ha is a winner, so everybody will get pretty much the same trophy — but they're cool. In addition, we try to come up with as many 'goof' trophies as possible — the quart of oil for the boat that motored the most, that kind of thing. You're invited to join in the 'goof' trophy giving, and the more appropriate the prize, the louder the laughs.

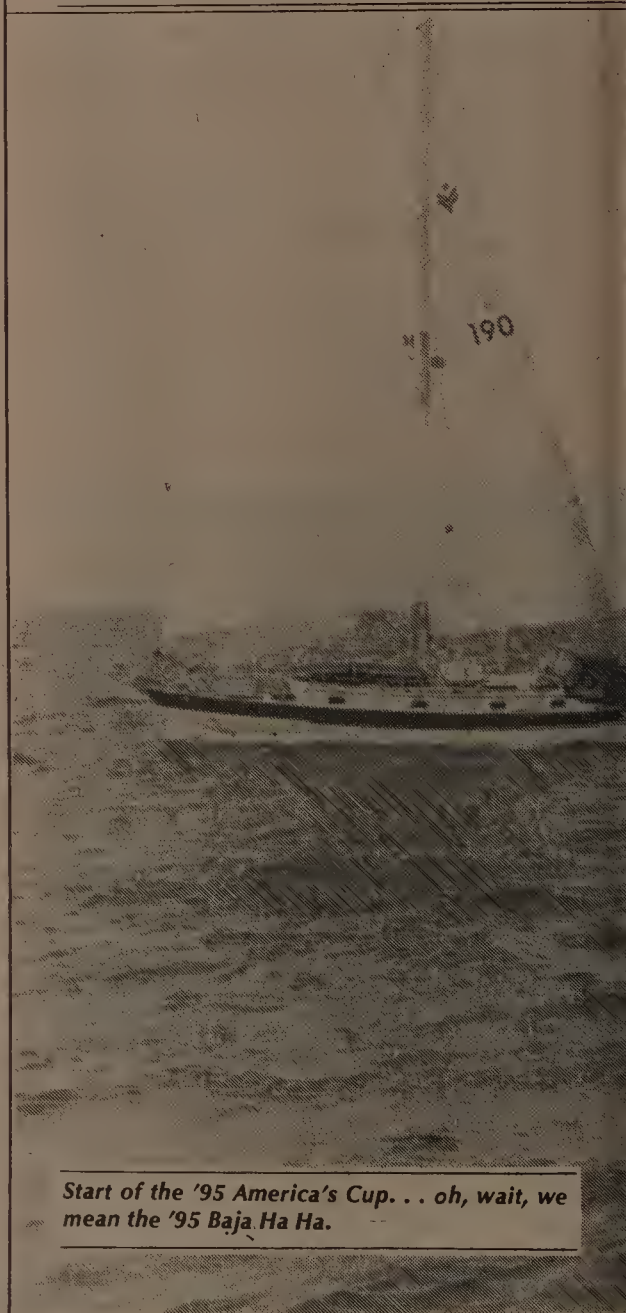
continued outside column of next sightings page

smoke

Puffs of thick, white cannon smoke rose above the Central Bay one blustery day last month, when the revenue cutter *Californian* squared off against the square tops'l ketch *Hawaiian Chieftain* in a ferocious sea battle that lasted several hours. For unsuspecting onlookers, the roar of artillery fire was a startling addition to the moderate westerly that funneled through the Golden Gate.

Reports reached our office that the *Chieftain* was attempting to smuggle in contraband rum from Hawaii. The *Californian*, whose mission as revenue cutter is to collect taxes from all visiting vessels, was obliged to give chase and ultimately fire on the *Chieftain* when she refused to heave to and be boarded.

Okay, okay. The entire skirmish was merely a nautical fantasy played out by these well-known square riggers. While not actually a reenactment of any specific event, this



Start of the '95 America's Cup. . . oh, wait, we mean the '95 Baja Ha Ha.

and fury

scenario was typical of skirmishes that took place inside and outside the Bay in the mid-1800s, shortly after California joined the Union. Apparently, many foreign flag vessels resisted paying the state's newly declared taxes here in San Francisco, which had previously been regarded as a free-wheeling, loosely regulated port. Hmph. Whatever gave them that idea?

When the smoke cleared, the 103-foot *Chieftain* — actually a popular local charter vessel whose design recalls a 1790s merchant ship — had 'won' the skirmish by firing 21 shots to the *Californian's* 12. The *Chieftain* continued on her way unmolested, having outgunned and out-maneuvered her larger opponent. We assume the crew and guests polished off the alleged contraband rum in celebration — for historical accuracy, of course!

continued middle of next sightings page

baja ha-ha — cont'd

The race/rally is open to seaworthy designs between 25 and 173 feet that are equipped with the appropriate offshore safety gear. The minimum number of crew is two, but we highly recommend three if not four, as it will make your trip safer and more fun. If you haven't done a long offshore passage before, you must have your boat and your crew surveyed by a professional surveyor. We also strongly urge you to take an experienced mentor. All skippers and all crew will be required to sign several liability waivers.

While there is a certain measure of safety — and danger — in numbers, the Ha-Ha is absolutely, positively not a hand-holder for novice or unprepared sailors. If you are not prepared to sail to Cabo on your own, do not sign up for the Ha-Ha. While the first two Ha-Has were blessed with good weather, the coast of Baja is not always kind. While uncommon, the wind can blow in excess of 40 knots for days at a time, and even stronger for shorter periods. If you or your boat are not prepared to handle such conditions, again, don't enter.

The deadline for all entries is October 1. Late entries will be charged \$200 (the \$99 entry and \$101 late fee). We require a brief bio and photos of each skipper and boat for the program. If you fail to provide them by October 1, you forfeit your free Ha-Ha T-shirts. And please, send decent pictures.

The use of engines will be permitted, but boats will be penalized approxi-

continued outside column of next sightings page



baja ha-ha — cont'd

mately two hours per each hour of engine use. The longer the boat, the greater the penalty. If there is sufficient interest, there will be both spinnaker and non-spinnaker divisions.

There will be a 'social division' for people who just aren't able to live with the starting times. If you take off more than one hour late or early, you are automatically relegated to this division — although if presented with a six-pack, the Grand Poobah will listen to appeals of extenuating circumstances. Once again, anyone dropping out must notify the Grand Poobah as soon as

continued outside column of next sightings page

smoke

On a steady course, the 145-foot *Californian* — a finely crafted replica of the 1851 revenue cutter *Lawrence* and our state's official tallship — can outrun the *Chieftain*. But this day the smaller ship showed the battle advantage of superior maneuverability, which seafaring rogues of yesteryear knew well. (Of course, all that stuff went out the window when turrets were invented, but



— cont'd

that misses the point.) The two ships fought five similar battles during their winter-over in Long Beach.

For those curious about the workings of traditional square riggers, both vessels offer hands-on sail training. They occasionally sail in tandem during the summer months, more often as friends than as foes.

— latitude/aet & cw

baja ha-ha — cont'd

possible. Those who don't will be vilified relentlessly in print.

The last rule is also the most stringently enforced: absolutely no whining.

All entries are requested to bring whatever medical supplies they may be able to get from their physicians and other friends in the medical profession. The hospitals of Baja are woefully short on supplies, and easing that situation is one of the main goals of the Ha-Ha. Please, please, please make an effort in this direction. You'll and a lot of local people will be glad you did.

To reserve a spot in Ha-Ha III, send a non-refundable \$99 to *Latitude 38*, 15 Locust, Mill Valley, CA 94941. Complete applications will be mailed back to you prior to August 15.

Why do the Ha-Ha? To get the free T-shirts, free (maybe) rigging knife, free canvas shopping bag, free barbecue in San Diego — and reduced-rate berthing at Ballena Bay, Ventura Isle, Anacapa Isle, Cabrillo Isle, and Cabo Isle are a few of the ones we can come up with off the tops of our heads. To achieve something and have fun are two other good reasons. But when it's all said and done, we bet you'll be glad you Ha-Ha'd because of the people you met. They're the best!

If any business wants to help sponsor the Ha-Ha, new sponsors can get in on the action for \$300. Previous sponsors — most have already signed up again — can rejoin at the old rate. If you're a sponsor, we'll make sure your name gets mentioned frequently, and allow you include one sheet of advertising with the official race application. (We must receive 150 copies of this advertising supplement by August 1.)

mas ha-has

So many friendships were made during the first two Ha-Has that even after the event was over, many folks wanted to continue cruising together a little longer. In order to make this a little easier — and in order to seduce you to their cities — there will be two additional Ha-Has starting from Cabo on approximately November 16.

The folks from Marina Palmilla — and perhaps other organizations in La Paz — will be hosting a **La Paz Ha-Ha** to help folks make their way up into the Sea of Cortez. If the Northerners allow, there's still a month of great warm water and warm-air cruising in the Sea. If you're headed to the South Pacific from Puerto Vallarta in March, this will likely be your best and only chance to visit the Sea. Marina Palmira will be offering discounts on berths and arranging other benefits for participants.

Dick Markie, who lived aboard in Alameda for many years before taking off cruising to Mexico, has great plans for a **Mazatlan Ha-Ha** sponsored by the Mazatlan Marina. With nearly 1,000 berths to fill and a great old city as a backdrop, he's determined to make that Ha-Ha irresistible. We'll have more details on both these events in the next issue.

It must be emphasized that the *Latitude 38* Baja Ha-Ha is completely separate and in no way related to the planned La Paz and Mazatlan Ha-Has, although we think they're both great places to go and will likely be great events in which to participate.

catalina '96 — hanging in there

The Metropolitan YC's Catalina Race staggers on. Once the premier coastal race in California with an all-time high of 127 participants in 1988, by 1993 the race was declared DOA. Revivals were attempted in 1995 and last month, but at six and four entries respectively, well, what's the point?

Ironically, the answer to that might be "the record." The elapsed time record for the 360-mile slide was broken in '95 by the high-tech Farr 78 *Sayonara*, and again this year by the low-tech (hey, it has a tiller) Wylie 70 *Rage*. The latter's time of 31½ hours — an average of 12.4 knots — shaved almost exactly three hours off *Sayonara*'s mark. We had not received the finish order of the rest of the '96 boats at presstime.

dave wahle — the comeback kid

While we're on the subject of *Rage* — which will likely be showing the way to Hawaii later this month — we were once again reminded of a behind the scenes phenomenon that rarely gets ink: getting home after long ocean races. We're talking about the people who hit the docks after a long race and immediately jump aboard the first plane or car headed home. Many of the best sailors on the West Coast come to mind, guys who have been in the game long enough to have had their fill of post-race festivities. "After three decades of doing this, that stuff at the yacht club is really tedious," is the PG version of how Commodore Tompkins put it.

While Commodore is probably as accomplished at quick returns home after far-flung sailing adventures as anyone, even he concedes that Santa Cruz's Dave Wahle is the 'comeback kid'. And when you put both of them together, as happened during the record-setting run on Steve Rander's *Rage* last month, well, what happens after the race is almost as entertaining as during it.

"As soon as we finished, we did a bat turn and headed straight for Marina

continued outside column of next sightings page

about face — south

The legal uncertainties with regard to taking a boat into Mexico appear to be over.

Just last year, the future of cruising in Mexico seemed unsure. At least one branch of the Mexican government was saying that all foreign boats had to be 'in the custody' of a bonded marina. That's impossible, of course, because it meant you couldn't even get to a marina to get in their custody.

As for the marinas, they weren't the least bit interested in accepting the liability for boats that were going to be leaving their marinas for much more than a day at a time. If that was going to be the case, it was going to be the end of cruising in Mexico as everybody had known and loved it.



of the border

Then there was the nasty business of Mexico's version of the IRS raiding some marinas and even temporarily seizing some boats. This was all about Mexican boat-owners evading paying duty on boats by leaving them registered to Americans. Unfortunately, one or two U.S. boats were briefly snagged in the confusion.

The great news is that the Mexican government — spurred on by their Tourism Department — has passed a new law allowing foreigners and Mexicans to obtain temporary import permits for their boats. The permits will enable people to bring boats into the country without having to pay duty

continued middle of next sightings page



COMMODORE TOMPKINS

dave — cont'd

del Rey," says Tompkins. They arrived in a little over 3 hours, rented a car and, along with fellow crewman (and the boat's designer) Tom Wylie, took off up I-5. They saw the sun come up over the Grapevine and arrived back at



COMMODORE TOMPKINS

Above and spread, booking to Catalina on 'Rage'. Designer Tom Wylie is steering. Dave Wahle is sitting behind him.

Richmond YC by 10:30 the next morning — a 42½ hour round trip all told.

The legend that cemented Wahle's fame goes back to the 1977 race when *Merlin* set the TransPac race record. The docklines had barely been tied off before Dave was off the boat, bag in hand, caked with salt, ready to fly home. Rides to the airport seemed scarce until he struck up a conversation with a guy hanging out near the boat. When Dave mentioned that he wanted to go to the airport, the guy said, "I'm going there, and it will only take me 15 minutes. Can you be ready in 5?"

Wahle held up his bag. "I'm ready now," he replied. Then it hit him. "Fifteen minutes? How are we going to get there in 15 minutes?"

The guy points over his shoulder to a sandspit near the harbor where a helicopter waited, motor going, blades slowly twirling.

"I think we were on our way less than 15 minutes after the boat tied up," says Dave. "On the way out, I saw *Drifter* (which finished 17 or 18 minutes behind *Merlin*) coming into the harbor." Within an hour of stepping onto the dock, Wahle was homeward bound on an airplane.

"I don't like the end of races," says Wahle by way of explaining his post-race behavior. "To me it's depressing. You've been with this same bunch of guys for however long, gotten to know some of them — and all of a sudden everything changes. These strange people invade your 'house'. Everyone starts drinking. It's just not my deal."

It's not a lot of other people's deals, either. Eric Sultan and Dave Hodges are others that come to mind. They usually have *Special Edition* loaded on the trailer and headed home before most of the rest of the Encinal/Santa Barbara fleet have even finished.

Do you know of anyone who's beaten Wahle at this game? If so, we'd be interested to hear about it. Any mode of travel is allowed, including Lear jets. There may be T-shirts in it for the best stories. Until we hear otherwise, though, our hats are off to Dave Wahle, the homecoming king.

life of brian, part XI

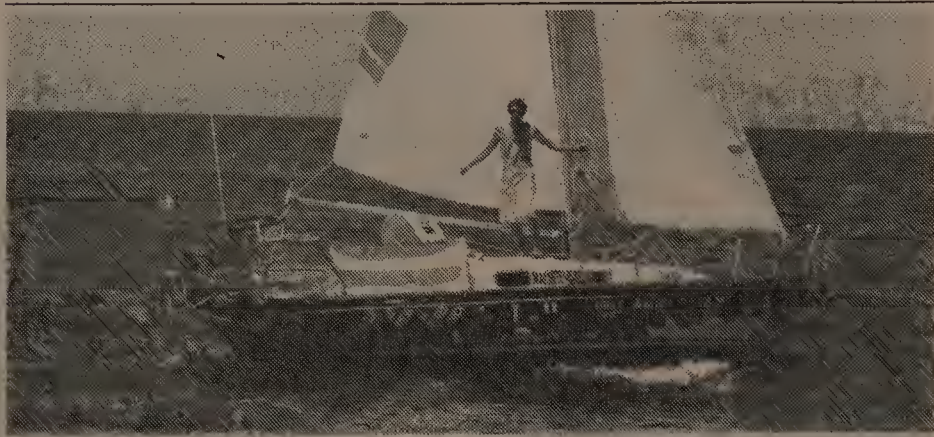
When we last heard from Brian Caldwell, Jr., he was just departing South Africa, the halfway point of his 22,000-mile attempt to become the youngest solo circumnavigator in history. As this was written, the 20-year-old part-Cherokee is in Panama, poised for the last few leaps home to Hawaii, probably via the Galapagos and Marquesas. Brian hopes to sail into the Ala Wai sometime in July.

The vessel for this project has been a mild-mannered Contessa 26 sloop — the same type of boat sailed by Tania Aebi during her circumnavigation. Brian

continued outside column of next sightings page

life of brian — cont'd

named the boat *Mai (Miti) Vavau*, which is a 'dual-purpose' name. *Mai Miti* was Fletcher Christian's Tahitian girlfriend, and '*miti vavau*' means 'wave from a distant storm' in Tahitian. Both names have special meaning to Brian, who



BJ Caldwell and 'Mai (Miti) Vavau' — coming into the homestretch!

grew up aboard his parents' boat while cruising the South Seas.

If you have been following this series, you'll know that 'BJ' has had his share of adventures, including a 180-degree roll in the Southern Ocean, running before numerous gales, and the hardest part: somehow fending off the romantic enticements of beautiful island girls.

For the last several thousand miles, BJ has sailed in company with Tony on the *Cal 30 Proteus*. Tony, 26, hopes to become the first Korean to complete a circumnavigation when he, too, sails into Hawaii in July.

As well as being a kindred spirit, Tony has served as an excellent benchmark. Wherever the two boats would go, Tony's bigger boat would customarily enter port well before BJ. However, Doyle Sails and Bainbridge Sailcloth donated new sails to *Mai (Miti)* in South Africa, and ever since the smaller boat has left the larger in her wake. In a recent phone conversation with Brian, he noted that the *Spectra* sails stay full in lighter breeze, and the boat is demonstrably faster. "On the trip from St. Helena to Grenada, I came in 260 miles in front of Tony," he enthused.

Here's his most recent report, penned during that leg of the trip.

I'm now a thousand nautical miles north of St. Helena in the South Atlantic, and the tranquil weather of the tropics is the story of the day. The crimson *Contessa* has sunk her teeth into a 40-mile lead on my compatriot single-hander — Tony on *Proteus*.

Since leaving the desolate rock fortress full of mermaids a little over a week before, the voyage has been an idyllic downwind milk run. Wing on wing for days on end, the weeks slip by and I begin to lose track of time. Finished novels pile the trading box full of knowledge, each tale a mental book marker to differentiate one day from the next.

As *Mai (Miti)* and I scale these balmy latitudes, I can't help but think back to the enigma of the not too distant past, now thousands of miles aft. The jagged outcrop of the Cape of Good Hope stands out as the pinnacle of the voyage thus far. I had to slap myself in the face to keep from turning left. The logical epilogue passage would have been to the land of bottomed-out barometers - windswept Patagonia and the wrath of Cape Horn.

But too many voyages have been broken by greed. I can't let the desire overpower rhyme and reason, Moitessier-style. I have an obligation to the sponsors who made this pipe dream come true in the first place. Time-wise, it just would not have been possible to arrive before my birthday if I succumbed to my lust for the deep south. So, we enjoy the barometer's impotence while it lasts.

As we close with the eastern seaboard of the U.S., I begin to hear democracy at it's best. Sweat-filled nights below the equator are spent listening to quote on quote over the 'rag net', or what I call 'the heartbeat of America'. Men disillusioned with Cheese Whiz or the deficit scream revolution to the air

continued outside column of next sightings page

about face

and — here's the good part — *without having to be in the custody of a marina*. What's more, this single 'temporary' import permit will be good for 20 years! And for all the 'in and outs' anybody wants. Viva Mexico!

One of the main reasons the law was passed is that Mexico doesn't have a boat-building industry which needs to be protected by import duties. (Incidentally, this same law will allow foreigners — although not Mexicans — to bring motorhomes into Mexico under the same conditions.)

Although some of the minor details are still unclear — will you need a permit if you're just passing through? — the import permits will be available from both government offices and from certain marinas.

What about the cost? Jerry Hallet of the Alameda-based Christina 43 Mickey Finnigan said that at a meeting in La Paz in late April, he "and a hundred or so other cruisers were told that the import permit and paperwork would cost, depending on the marina

scoping out

If you've tried to get them lately, you'll know that scopolamine patches for seasickness are no longer available. The word we got is that the FDA yanked them because too many people were misusing them — putting on too many, swimming with them, that sort of thing. Anyway, if scopolamine worked for you and you have a doctor's prescription, you can still get the stuff. It's available as a transdermal gel from Friendly Pharmacy in San Diego.

They prepare it in single-dose syringes.

blaes

As a boater, you would have had to be off cruising the canals of Mars in May not to have heard about Jim Blaes. In the stuff of which legends have been made, the 51-year-old Morro Bay fisherman finally decided on the 19th of that month that he had had enough. So when he was headed out to earn his living and the Coast Guard cutter *Point Chico* came alongside and informed him they were going to board his boat for a safety inspection, he refused. According to the Coast Guard report, Blaes (who was alone on the boat) strapped on a gun and informed the boarding party that, "If somebody comes on this boat, somebody will get killed."

Blaes denied both those charges, at least

— cont'd

issuing it, between \$500 and \$2,500."

"That's absolutely untrue," responds a laughing Enrique Fernandez, manager of the Cabo Isle Marina in Cabo San Lucas and the vice president of the Mexican Marina Owners Association. "The people with boats already in our marina will be charged \$50, and new customers will be charged \$100. No one is going to charge anybody \$2,500." Fernandez also reports that the Temporary Import form is very simple one.

"We hoped legislation like this would be passed," adds Randy Short of Almar Marinas, "because now everyone will now have a form they can show to officials to prove they have the permit." And if you need a permit, be sure to get one. The new law calls for fines of up to 15% of the value of the boat if you need a permit and don't have it.

More good news from Mexico: Seattle-based cruisers Pepe and Molly report that the 'harbor tax' that was threatened and intermittently assessed in La Paz has faded into oblivion.

the situation

To use, simply rub the contents of the syringe onto the skin about an hour before you need it and it lasts 8-12 hours. Pharmacist Butch Newland says Friendly Pharmacy will fill prescriptions from any physician in the U.S. and will ship anywhere in the U.S. "Feedback from our patients has been very positive," he adds.

Friendly Pharmacy is located at 4060 4th Avenue, Suite 10, San Diego, CA 92103. Their phone numbers are (619) 297-2214 (voice) and (619) 297-5735 (fax).

of glory

during the incident. (He kept in virtually constant contact with the news media via cellphone, including half an hour live on Ronn Owens' morning talk show on KGO radio.) He later admitted that he did strap the gun on, but he maintained throughout the ordeal that he would let the Coasties board his boat, but only if they came unarmed. They refused (though they apparently do have that option), and for the better part of the day, both the boating and non-boating public in the better part of the state waited to see who would blink first.

The Coast Guard finally relented and broke off their escort. Blaes went fishing. When he returned to port, scores of boats

life of brian — cont'd

waves with God knows how many watts! I try to imagine what a Zulu warrior in South Africa might think, listening to this flagrant demonstration of the equality of men — Amen.

Do I really want to come back to all this? Momentarily, I entertain thoughts of jibing back towards Good Hope. But if I'm to undue the injustice bestowed upon Mike Plant, if I'm to challenge the top guns of singlehanded racing (France) on equal footing, if this Cherokee is to someday find a Groupe Finot draft underneath his feet, he's got to sail hell-bent back to the barn. So I keep on keeping on.

Beneath the scorching sun of the doldrums, we live these idyllic daydreams of the future. Meanwhile, I play a game of chase with that damned other singlehander. . . "Get off my transom, there's not room enough on this ocean for the two of us," I growl over the SSB radio. With a 60-mile lead after two weeks at sea, I sail like it's the BOC. We jibe on the vagrant *Proteus* and the waypoint. I 'sit right on top of him' as the match racers say. As I listen to South Africa's infamous meteorologist, Alister, give the coordinates of the isobars, we meander across the chart in search of the better pressure gradient . . . In light to moderate breezes, I eat the Cal 3-30s shorts. But if the blow exceeds 25 knots, he walks away from me. I love the diversion of racing boat for boat on this slower but more seaworthy design. Yet I never lose sight of 'El Grande'. I'm not willing to jeopardize the age record attempt by pushing the boat to pace someone else. The game's a transient pleasure instigated to pass time. Now northeast of the Amazon River and 900 big ones from Barbados and Grenada, *Mai Miti's* taken the hatchet to the umbilical cord - we're 260 nautical miles ahead of *Proteus*!

It was the '89 Vendee Globe winner - Titouan Lamazou who said, "It's an illusion to think that a boat is a synonym for happiness. During a race, happiness is rare. It does not involve being relaxed even for a moment." *Mai Miti* and I beg to differ. We've never been happier and felt more in harmony than when circumstances came down to the wire. The 'heat' is what got me out here in the first place. First into harm's way? Is this your mother's worst nightmare or what?

In *Lila*, one of those salt-embalmed paperbacks in the forepeak, author Robert M. Pirsig writes a scene illustrating how native Americans influenced today's American mind-set, as in *Butch Cassidy and the Sundance Kid*.

"The Kid is without expression but is alert and self-controlled." The voice of an unseen gambler says. "Well it looks like you cleaned everybody out, fella. You haven't lost a hand since you got the deal." There is no change in the Kid's expression. "What's the secret of your success?" the gambler's voice continues. It is threatening. Ominous. Sundance looks down for a while as if thinking about it, then looks up unemotionally. "Prayer," he says. He doesn't mean it but he doesn't say it sarcastically either. It's a statement poised on a knife edge of ambiguity. "Let's just you and me play," the gambler says. A showdown is about to occur. It is the cliché of the Wild West. It has been repeated in hundreds of films shown in thousands of theaters and millions of TV sets again and again. The tension grows but the Sundance Kid's expression doesn't change. His eye movements, his pauses, are in a kind of relaxed harmony between himself and his surroundings, even though we see that he is in a growingly dangerous situation, which soon explodes into violence."

Pirsig then explains that "what you have just seen is a rendition of the cultural style of an American Indian. They would be seen, identified for what they were, their famous old traits: silence, a modesty of manner, and a dangerous willingness to sudden, enormous violence . . ."

The drum's rhythm rises to a crescendo, black and white stills of the voyage pulsate through my head and this union of boat and man, machine and flesh is morphing into one dream that comes straight from the heart. The transient record is the means to a more ominous but gratifying cape to round — someday.

With too much time on his hands, BJ labors to find the reason for being another basket case singlehander ripe for the mental institution. I'll apologize to the readers for my partiality to my genes in advance and save the last half of this trip to Panama for the next installment by the 'snot nosed kid' on the red Contessa!.

— bj

continued middle of next sightings page

magic moments

There are some days when we really, really love our job. Wednesday, June 12, was definitely one of them. In last month's feature article on current boats, we somehow neglected to mention the brand new Hobie Magic 25 — and, conveniently, the Oceanside-based Hobie Cat Company was on the line shortly afterwards. Would we like to come down to San Diego to spend the day playing on the new boat? Hey, it was an offer we couldn't refuse.

Turns out this was part of a Hobie 'media day', wherein they introduced the Magic 25 to select lucky West Coast yachting journalists. Over lunch at San Diego YC, Hobie Cat CEO Dick Rogers explained the concept behind the innovative new boat, which can basically be summed up in the first of 13 class rules, all of which fit on a coaster: *"It is the responsibility of all Magic sailors to have fun!"* Looking like a turbocharged Melges 24 without a backstay and sporting a triple trapeze system — how could this design not be a blast? Plus, in the back of our mind we already knew that the PHRF rule rated the Magic about 30 seconds a mile faster than the Melgi — and faster is funner, right?

We watched a promotional video on the Magic 25 after lunch, which featured footage of about 30 boats sailing around Sydney Harbor in the first Australian Magic Nationals. Though only a year old, the light (1,870 lbs.) and skinny (7½ feet) design is already a runaway success Down Under. Hauntingly, the video frequently focuses on the late Ian Bashford, who conceived the Magic idea (with designer Iain Murray), brought the idea to Hobie, and was the Australian builder/godfather of the class until his untimely demise in April at the age of 37. The video explained that the Magic 25 was intended to be a 'true' one design class (e.g., all three sails must be bought from Hobie), that the boat travels easily (stepping the mast is simple due to a unique hydraulic mast step), and so on.

Finally, it was time to go sailing — and, happily, the design lived up to the hype. Lively and responsive, the Magic was a pleasure to sail both upwind and down. And once we got the hang of it, trapezing was a ball — even 48° North editor Rich Hazelton, who has a few years on us, was quickly trapping with aplomb, grinning ear-to-ear. Unlike a dinghy — which tips over if you don't hit the wire quickly, the Magic's deep (5½ feet) bulb keel keeps the boat upright anyway. The trapezes, like the optional kelp cutter, are just extra toys you have to play with — but the sooner you learn to use them, the faster you go!

Inevitably, the boat begs comparison with the Melges 24, and our uneducated guess is that the Magic can blow a Melges away upwind (remember, three trapezes), but is probably a little slower to its rating downwind due to a proportionally smaller kite. The Melges, of course, presently offers an active one design class — something the Magic 25 obviously aspires to. In the yucks-for-the-buck category, however, we're told the Magic weighs in a hefty \$10,000 cheaper than the Melges. Decisions, decisions.

After a quick break for adult beverages, we headed out again to sail in San Diego YC's huge Wednesday Night beer can race. The girls, led by Annie Nelson and JJ Isler, took one boat while the guys teamed up with Peter Isler, who was bleary-eyed after just walking off a plane from Japan. Gee, ahem, we can't seem to remember who beat whom — but one of the Magics did win the ULDB division that night. It was good fun, as was the classy dinner afterwards — complete with a splendid magic show by a tuxedoed magician!

We don't pretend to be professional boat reviewers, but we know what we like — and, frankly, we thought the Hobie Magic 25 was really cool. The company hasn't announced a Bay Area dealer yet, but we think the demo boat will be back here for the Silver Eagle Race, or failing that, possibly the Jazz Cup. Call 1-800-HOBIE-49, ext. 201 or 400 to learn more about this new design or to arrange a testsail. Literally and figuratively, it's Magic — check it out!

short sightings

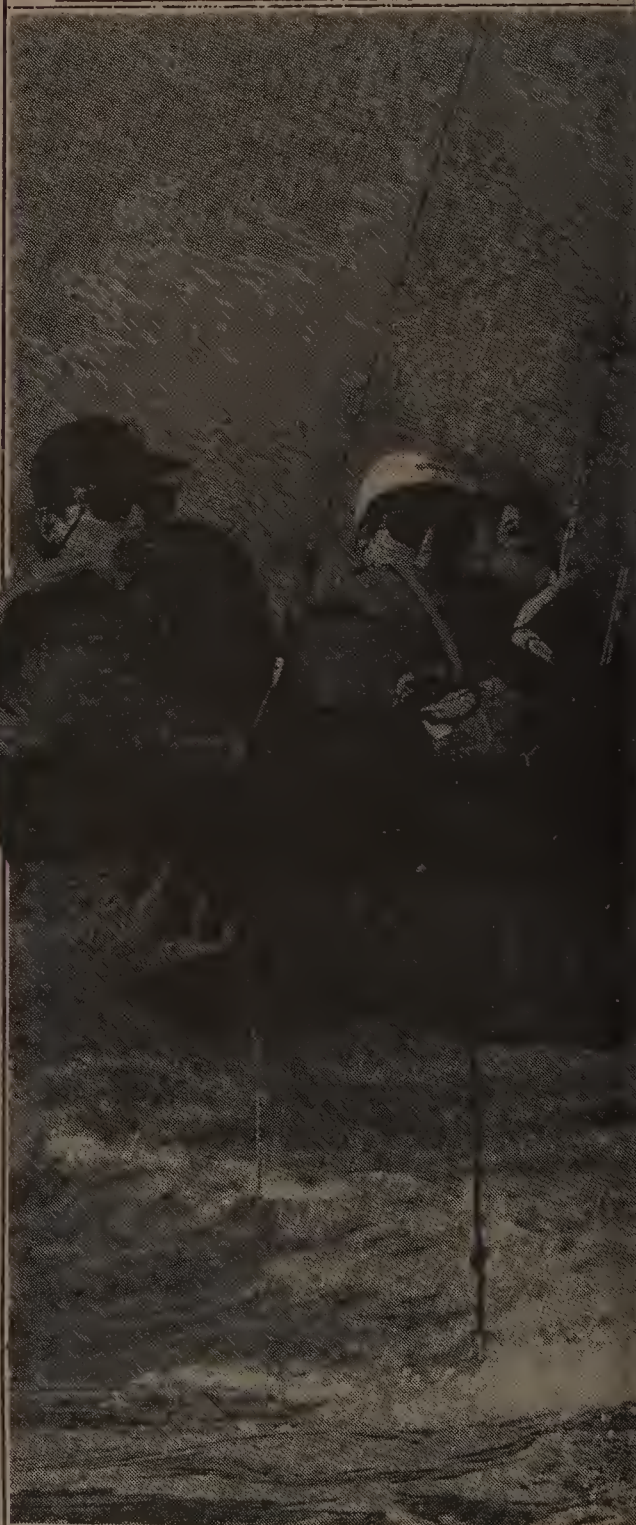
LAKE HODGES, CALIFORNIA — From our "it had to happen sooner or later file" comes news that a Hobie TriFoiler was pulled over on Lake Hodges last month — for possibly exceeding the lake's 35 mph speed limit.

continued outside column of next sightings page

blaes

reportedly went out to escort the new folk hero in.

One month later, on June 20, Jim Blaes appeared in U.S. District Court in San Jose. There he was charged with forcibly interfering with, impeding and intimidating Coast Guard officers, as well as refusing to let them board his boat to conduct a routine inspection. The addition of the gun into the equation multiplied the penalties manifold. At this writing, Blaes faces 20 years in prison and a \$500,000 fine for his various offenses. He is presently free on a \$50,000 personal



— cont'd

bond.

You all know most of this already. What we want to know is what you, as boaters, think about it. We've heard all the talk shows and the uninformed opinions from the general nonboating public. But what do you think? Should they hang this guy? Or is he the 'Braveheart' of the '90s boater — the spark we've needed to finally amend the antiquated policies that allow the Coasties to board anyone, anywhere in the first place?

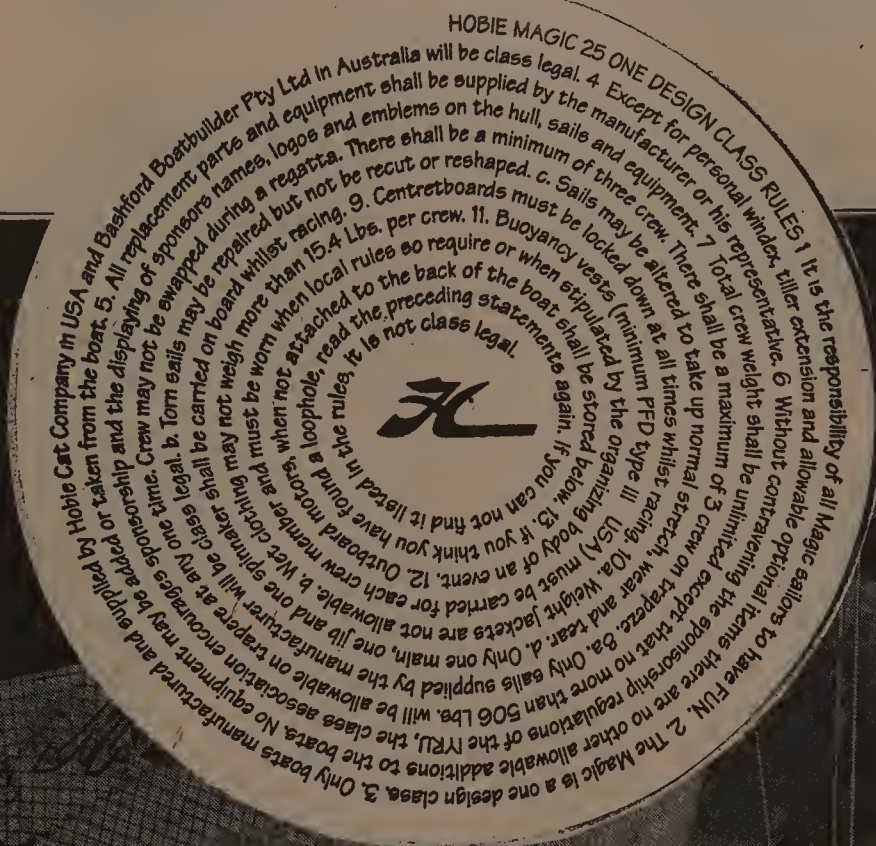
Please, give us your opinion.

shorts — cont'd

According to NAHCA News (newsletter of the North American Hobie Cat Association), the little hot rod was zipping along at its usual three times the 10-knot windspeed when the Lake Patrol boat motored over to offer the warning. "Local sailboarders, envious of the speed, may have been the ones to log the complaint" notes the writeup. Happily, no ticket was issued and a smile could be seen on the face of the patrol officer as he pulled away.

continued outside column

of next sightings page



shorts — cont'd

NEWPORT, RI — Actor Christopher Reeve was an avid sailor before his fall off a horse left him a paraplegic. Reeve returns to the familiar waters of Narragansett Bay on July 12-14 as part of the Shake-A-Leg Foundation's Wall Street Challenge Cup. The competition will pit six corporate teams against one another in vintage 12-Meters for a worthy cause. Each of the six teams' sponsors — Bear Stearns, CapMAC, Nomura, Prudential Securities and the O'Connor Group (the sixth sponsor has yet to be named) — has donated \$25,000 to Shake-A-Leg, a national nonprofit organization that provides post-trauma rehabilitation and activities for individuals with spinal cord injuries and other neurological disorders.

continued outside column of next sightings page

looking

Well, we might as well let you in on it: we came *this close* to pulling the boner of the year with the photo below. We took it during the Master Mariners Regatta, and when it came time to select a photo for the opening spread of the article on the event, well, this one seemed a natural. Only at the 11th hour did we notice that Kaiulani did not appear on either the entry list or the results sheet. Oh oh. Our worst fears were confirmed with a phone call. "Yes, we saw her out there

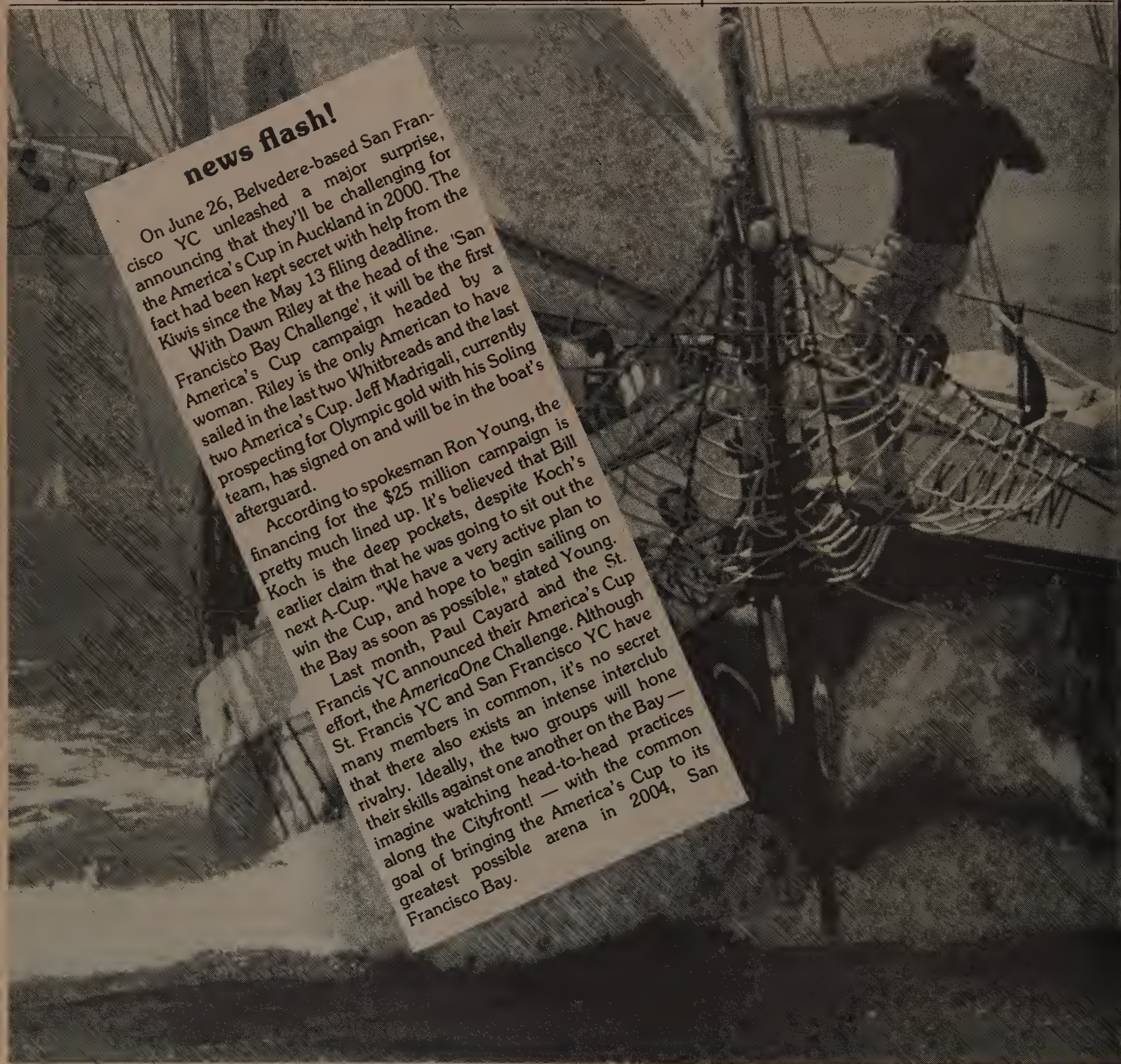
news flash!

On June 26, Belvedere-based San Francisco YC unleashed a major surprise, announcing that they'll be challenging for the America's Cup in Auckland in 2000. The fact had been kept secret with help from the Kiwis since the May 13 filing deadline.

With Dawn Riley at the head of the 'San Francisco Bay Challenge', it will be the first America's Cup campaign headed by a woman. Riley is the only American to have sailed in the last two Whitbreads and the last two America's Cup. Jeff Madrigali, currently prospecting for Olympic gold with his Soling team, has signed on and will be in the boat's afterguard.

According to spokesman Ron Young, the financing for the \$25 million campaign is pretty much lined up. It's believed that Bill Koch is the deep pockets, despite Koch's earlier claim that he was going to sit out the next A-Cup. "We have a very active plan to win the Cup, and hope to begin sailing on the Bay as soon as possible," stated Young.

Last month, Paul Cayard and the St. Francis YC announced their America's Cup effort, the AmericaOne Challenge. Although St. Francis YC and San Francisco YC have many members in common, it's no secret that there also exists an intense interclub rivalry. Ideally, the two groups will hone their skills against one another on the Bay — imagine watching head-to-head practices along the Cityfront! — with the common goal of bringing the America's Cup to its greatest possible arena in 2004, San Francisco Bay.



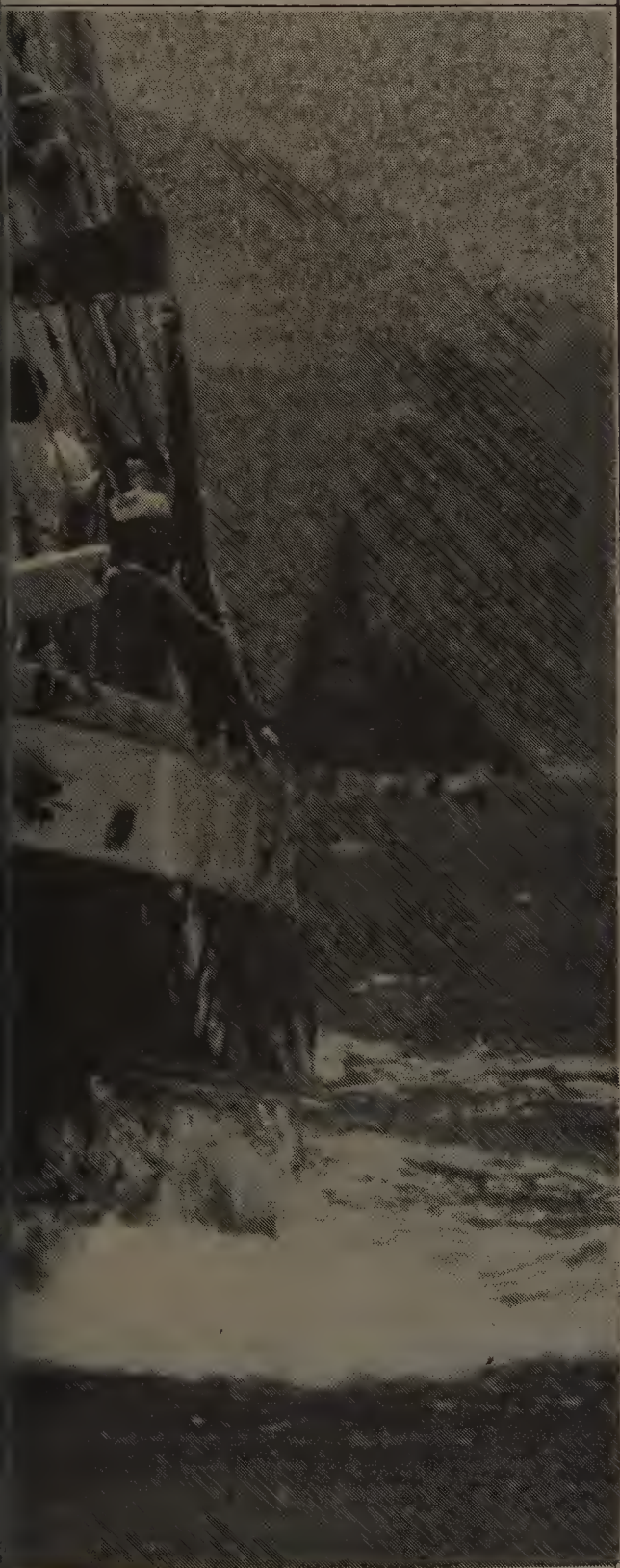
good

too," said MMBA Commodore Craig Swayne. "Beautiful boat, but she's cold molded. She's not a Master Mariner."

AHHHHHHHHHHH!!!!.....

Beautiful boat indeed, and we don't care if she's made out of wood, steel or petrified poker chips, she and her crew were definitely looking good.

Oh — to see the photo with which we finally did open the Master Mariners piece, just turn the page. . . .



shorts — cont'd

Joining the 8-10 crewmembers on each of the boats will be Shake-A-Leg participants and sailing celebrities. In addition to Reeve, those will include Dennis Conner and Kevin Mahaney.

ALL UP AND DOWN THE WEST COAST — That's the itinerary of the San Francisco-based Liberty Ship *Jeremiah O'Brien*, whose latest 'tour of duty' began June 23. It's the first time the ship has been to sea since returning from a five-month voyage to France to commemorate the 50th anniversary of D-Day. (She was the only ship to attend the memorial that actually participated in the D-Day invasion, and remains the only one of 2,751 identical Liberty Ships built in World War II to survive in battle trim.) The first stop is Vancouver, British Columbia, followed by hops down the coast to Seattle (where she'll be for the Fourth of July), Longview, Portland and Astoria. Each port will include daily tours and cruises. She'll then return to Puget Sound to take part in a made-for-TV movie about the sinking of the *Titanic*. The main interest seems to be in the *O'Brien*'s steam engine, although the ship herself might play the part of the Cunarder *Carpathia*, which rescued the *Titanic* survivors. Be prepared to suspend your disbelief on that one — the *Titanic* sank in 1912, 30 years before the *O'Brien* was even built.

The *O'Brien* will return to her permanent berth at San Francisco's Pier 32 (behind Fort Mason) in August. Want to follow her progress? Contact the ship's home page at <http://www.crl.com/~wefald>.

SAN FRANCISCO BAY AREA — As the saga of fisherman Jim Blaes wears on (see update elsewhere in *Sightings*), we note that the Coast Guard conducted more than 100 boardings in the Bay Area — in a single weekend. Between the morning of Saturday, June 8 and the evening of Sunday, June 9, 122 vessels were boarded for safety inspections. While most of the boardings were — surprise, surprise — fishing boats, that total also included an unspecified number of recreational boats. Only one voyage was terminated as a result of the inspections, that of a fishing boat off Monterey that didn't have PFDs, flares or numbers on the hull.

In a press release accompanying the announcement of all the boardings, the Coast Guard notes that California leads the nation in fisherman fatality rates, and that they (the Coasties) "conduct safety boardings in an effort to ensure compliance with safety and other federal regulations. The safety requirements are intended to reduce accidents and save lives."

SACRAMENTO — Sometimes big government seems so bloated, corrupt and inefficient that anything short of a bomb in a shopping mall won't get anyone's attention. Not so! RBOC (Recreational Boaters of California) reports that state legislators are responding positively to boater efforts to save and preserve California's Department of Boating and Waterways. Governor Wilson's April 11 proposal to eliminate DBW was given its first hearings and votes in the Capitol last month and guess what? It went down to resounding defeats in both the Senate (3-0) and Assembly (6-0) budget committees. A huge portion of the fuel for this funeral pyre arrived at the Capitol in the form of more than 1,500 letters from individual boaters — you guys — to each committee member, along with hundreds of phone calls, email and even personal visits. Of course, RBOC and their lobbyists did their watchdog best, too. But in this case, the landslide of letters from real people may have turned the tide. Keep it up.

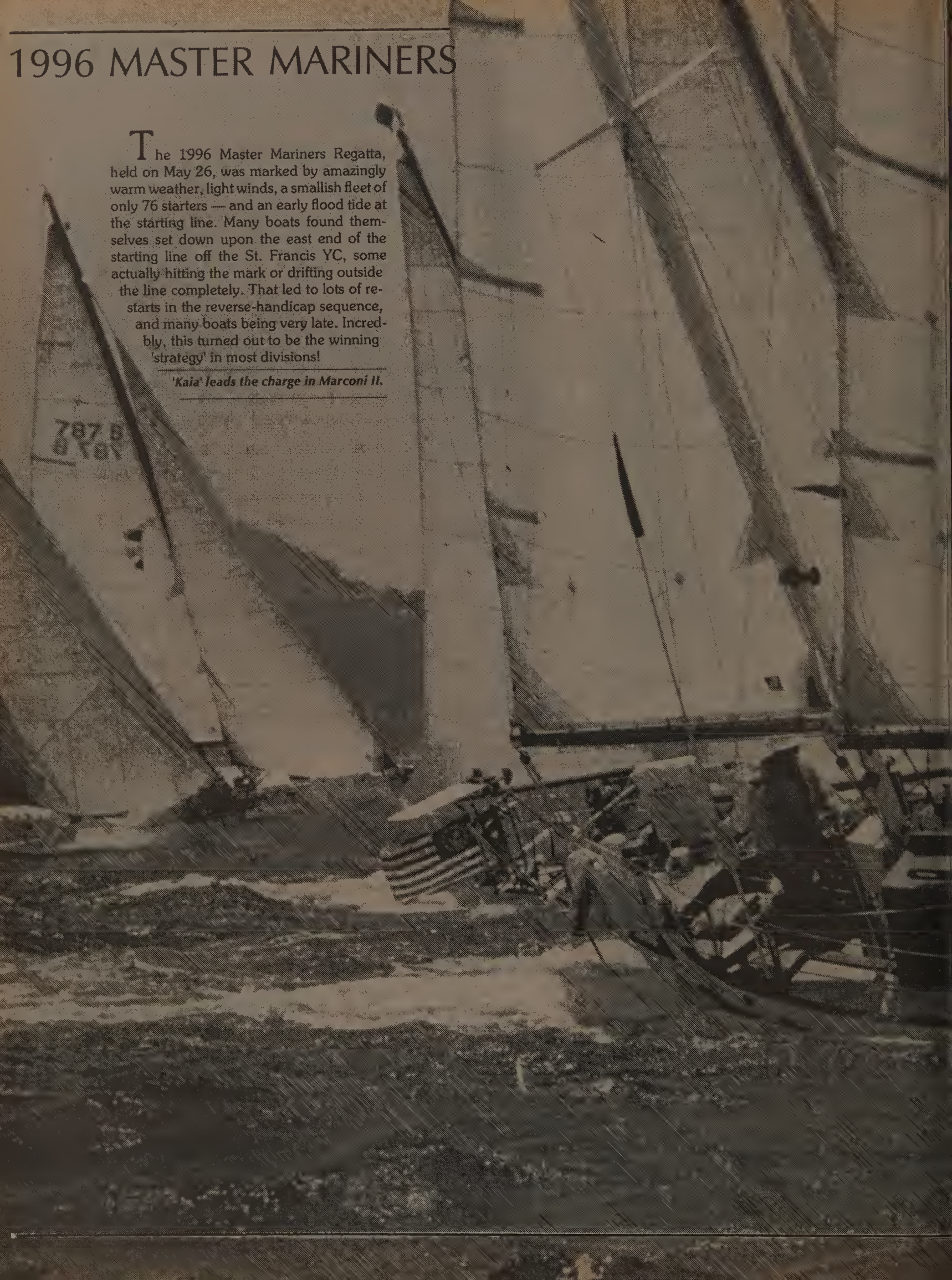
ALAMEDA — A significant bit of Bay Area history came to a close on the afternoon of Sunday, June 30, as the last flight of aircraft departed Naval Air Station, Alameda and Vice Admiral Brent Bennett gave the order to "Secure the Airfield." The weekend that brought to a close six decades of NAS aviation also included open-to-the-public barbeques and dances at the base, and an open house aboard the aircraft carrier *USS Hornet*.

ISMORALDA, FLORIDA — Last April, an outfit called the Conservation Association charged supporters \$5 each to take a whack at a jet ski with a sledgehammer. The local Yamaha dealer called it 'scapegoating' and 'shortsighted'. We call it an one of the greatest fundraising ideas we've ever heard of.

1996 MASTER MARINERS

The 1996 Master Mariners Regatta, held on May 26, was marked by amazingly warm weather, light winds, a smallish fleet of only 76 starters — and an early flood tide at the starting line. Many boats found themselves set down upon the east end of the starting line off the St. Francis YC, some actually hitting the mark or drifting outside the line completely. That led to lots of re-starts in the reverse-handicap sequence, and many boats being very late. Incredibly, this turned out to be the winning 'strategy' in most divisions!

'Kaia' leads the charge in Marconi II.



REGATTA



1996 MASTER

Take Marty Zwick's *Bear Sugarfoot*, for example. They found themselves on the wrong side of the line at the start and by the time they restarted, they were 15 minutes behind the rest of the *Bear* clan. Nevertheless, *Sugarfoot* finished 53 minutes ahead of the second *Bear* — and 20 minutes ahead of any other Master Mariner entry. This first-to-finish feat so stunned the race committee that they hesitated to even give *Sugarfoot* the gun. That's sailboat racing for you.

At the other end of the spectrum, both size-wise and luck-wise, were the Big Schooners. Although good breeze in the middle of the Bay had *Alma* and *Hawaiian Chieftain* looking suitably regal as they creamed along, the wind eventually died and neither was able to finish the race. Ironically, *Californian* wasn't even able to make it this year. They were holed up in Pillar Point by heavy weather. Saving the day for the big boys was the *Valkyrien*, a 78-ft former cargo schooner sailing her first Master Mariners Regatta under owner Dean Gurke.

(Bruce Fowler's graceful yawl *Cock Robin* also took Ocean I all by herself. We look forward to the year when the great ocean boats like *Santana*, *Escapade* and *Adios* return to supercharge this formerly exciting division.)

Perhaps the brightest spotlight in this year's race shone on *Felicity*, Lyle and Gardener Kent's vintage gaff cutter. Not only was she the featured boat on the Regatta T-shirts (a wonderful tradition that started only about six years ago), but she celebrated her 100th birthday by winning the Gaff I Division — and the Billiken Trophy, awarded to the Regatta's fastest gaff-rigged vessel around the course! If that's not the hat-trick of hat-tricks, we don't know what is. (See *Sightings* for more on *Felicity*'s centennial.)

fleet leaders fell into a huge wind hole. "We saw *Brigadoon* becalmed, so we just stayed high and kept going," he says. "We got be-

sailing on virtually a new bottom after her several-month refit — sailed out of the hole to take second in Gaff I.



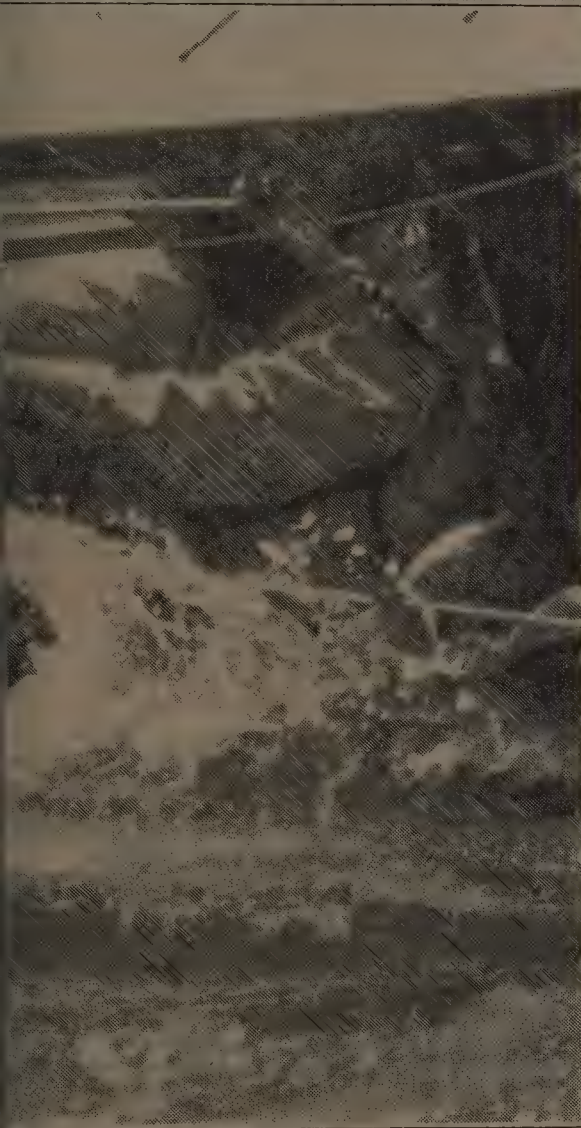
According to Kent, their big break (and just about every other winner's) occurred at Southhampton Shoals, where most of the

calmed, too, but not as long."

Despite doubts she would even make the race, Terry Klaus's magnificent *Brigadoon* —

Ken and Kristine Inouye continued the weird 'tactic' of starting late and doing well by winning Gaff II. They actually hit the 'X'

MARINERS REGATTA



speedy 27-ft *Mystique* bucked the odds of the day by getting a great start and finishing first. In fact, says Suzi, "We were the only one in our class that started on time." Interestingly, this is the first time the boat (which she's been restoring for a decade) has raced the Master Mariners since 1982 — when it also took first in division.

Also coming back after a several year hiatus was Chris Lamb's *Adelaide*, certainly one of the most remarkable boats in any fleet, classic or otherwise. Originally built as a power launch in the 1880s, the 24-footer was wrecked and sunk in 1970. She was raised by Rick Cogswell, who rebuilt her with a completely redesigned deck layout and a rig unrivalled in the animal kingdom. On a downwind run, you literally can't see the ultra-low freeboard *Adelaide* behind her bow wave. All that's visible above the foam is her wild two-pole spinnaker, gaff main and the heads of her crew. A great boat, and it was great to see her back racing. *Adelaide* took fourth in Gaff III.



Masters of their universe (clockwise from left): working the bow on *M'Lady*; *Mystique* on the way to a win in Gaff III; sailing *Adelaide* is a full contact sport; the crew on *Simpatco* sailed the race in ties and jackets to express their opposition to casual sex. "Formal sex only" they said; reefing the main on *Nightwatcher*; bottom paint barely dry, *Brigadoon* took second in Gaff I

bouy and had to restart, yet somehow drifted through the mass of boats becalmed off Southampton to win this division for the second year in a row.

Over in the Marconi divisions, more boats returning after long absences did well. In M-I, Tim Murison's 44-ft *Bolero* took the honors, and Pete and Tracy Caras' lovely

Incredibly, starting late turned out to be the winning 'strategy' in most divisions!

1996 marked the re-emergence of the Gaff III division, and Suzi Olson's

Alden cutter *Foxen* took M-II. That latter finish was the squeaker of the regatta, as *Foxen* crossed the line only four seconds

1996 MASTER

ahead of Bob Rodgers' second-place *Sunda*. The 32-ft Reimers sloop *Eclipse* took Marconi III.

The Marconi IV division was won by Kurt Eichstadt's 29-ft *Pisces*. Long a bridesmaid to other Mariners in this largest division (16 boats), the 1933 Ashbridge sloop finally took the win the old way — they earned it. The fastest elapsed time, however, went to Paul and Dawn Miller's H-28 *Honalee*. The Millers were out campaigning their International Canoes (they're past North American Champions), so they asked a friend to skipper *Honalee* for the Regatta. Noted designer Carl Schumacher was happy to help out, and

ALL PHOTOS LATITUDE/JR

Bay's premier 'big boat' fleet in the '50s and '60s, it was a return to the thrilling days of yesteryear on May 25 as six of them hit the starting line. This year, Jack Coulter's *Echo* took first-to-finish honors. (See, Jack, we can identify *Echo* correctly every once in awhile!)

Rounding out the fleet was the two-year-old 'Post War' division. This is for boats built after the war (which the Master Mariners define as 'the big one' — World War II). Normally, to qualify as a Master Mariner, a boat must be built before the war or built to a pre-



More Master blasters (clockwise from above): *Barbara*'s bowman had the best seat in the house; once more into the breach; *Foxen* out-foxed all comers in Marconi II; *Valkyrien* was the only Big Schooner entry to finish; the wild and crazy guys of *Adelaide*; *Hawallan Chieftain* and passerby represent the long and short of this year's regatta.

obviously has the same feel for sailing fast whether the boat is made of wood or fiberglass.

Keeping Carl honest was the race's oldest competitor, 86-year-old Kermit Parker, whose elapsed time aboard his recently restored *Numse* was only two seconds slower than *Honalee*'s!

war design using pre-war methods and materials. The post-war class offers a welcome venue to such 'modern' classics as David James' *Leda* and Stephen and Ann Lewis *Spirit* — which finished in that order — boats whose racey underbodies and/or aluminum spars are just a bit much for the purist element to otherwise allow.

In past years, the parties have rivalled (and sometimes resembled) your better Roman orgy...

Ocean II was dominated by the largest 'one design' fleet to race this year's regatta, the venerable Farallon Clippers. Once the

And speaking of 'modern' classics, we'd be remiss not to mention Dan Wilson, who volunteered his great old tugboat *Sea Dive* for duty as the committee boat again this year.



Even more disturbing than the fleet numbers this year was the post-race party at

MARINERS REGATTA



just another reminder that the Master Mariners are as mortal as the rest of us.

The Regatta itself seems destined for immortality. After all, with every decade that passes, more 'classic' yachts emerge. In a year or two, the pendulum will likely swing



the Encinal YC. In past years, up to 60 boats have attended and the parties have rivalled (and sometimes resembled) your better Roman orgies. This year, however, only 35 boats showed up for a mellow, well-mannered and positively PG event. From which we can only conclude that the age of wooden ships and

iron men is truly over. At least the iron men part.

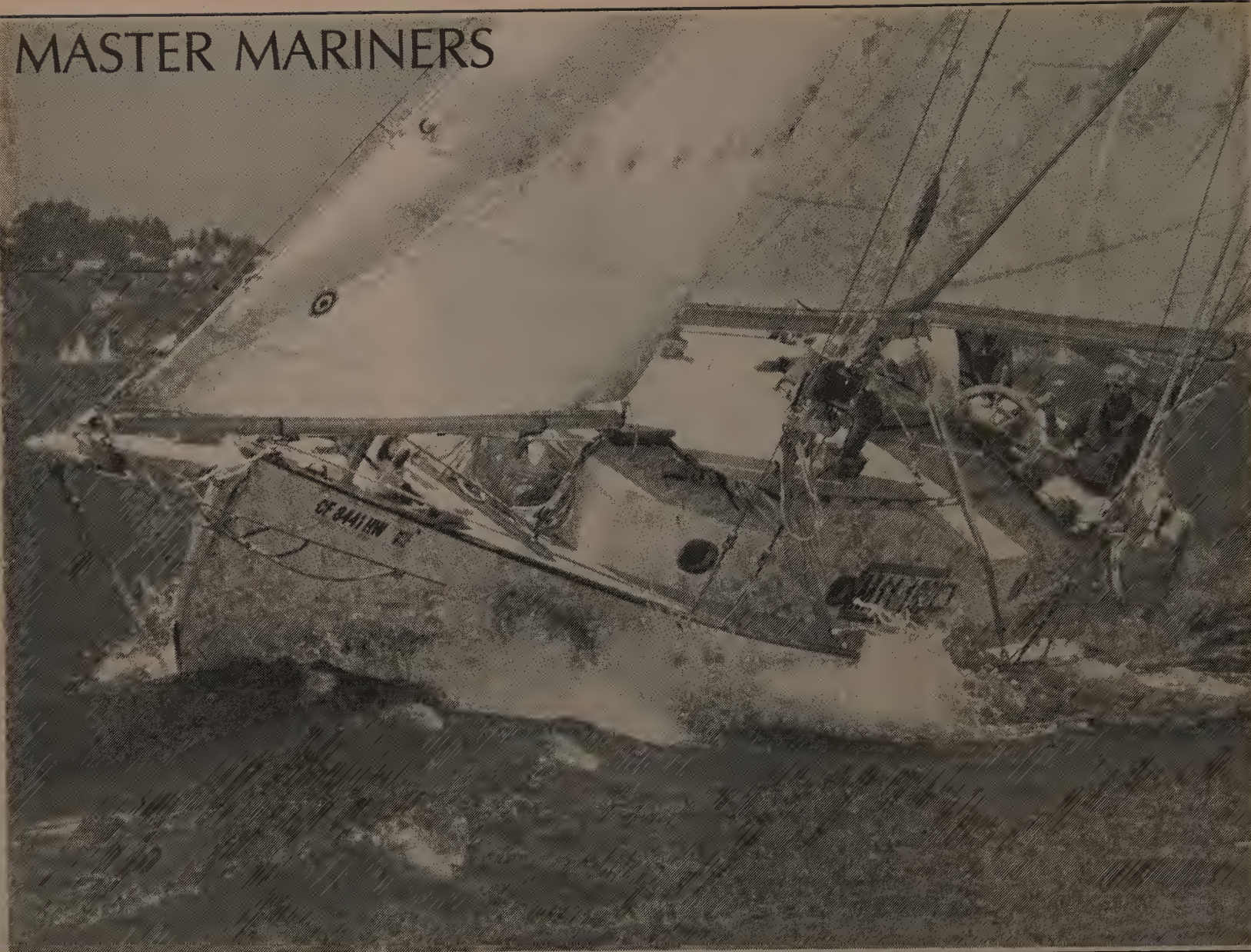
Seriously, with the economy, older kids going off to college and younger ones cutting into dad's playtime — not to mention the intensive and expensive upkeep required to keep any wooden boat sailing — it's likely

the other way and fleet numbers will harken back to the glory days of the '80s when more than 100 boats regularly hit the line.

Small or large, mellow or wild, the annual Master Mariners remains one of the great spectacles of the Bay.

— **noel duckett & latitude 38**

MASTER MARINERS



1996 MASTER MARINERS RESULTS

name	type	year built	owner	name	type	year built	owner
BIG SCHOONER (3 boats)				MARCONI IV (14 boats)			
1. <i>Valkyrien</i>	78' Bailey schooner	1928	Dean Gurke	1. <i>Pisces</i>	29' Ashbridge sloop	1933	Kurt Eichstaedt
GAFF I (3 boats)				2. <i>Sea Spray</i>	32' Herreshoff ketch	1961	Channon & Zingaro
1. <i>Felicity</i>	50' Stone cutter	1896	Lyle Kent	3. <i>Simpatico</i>	35' Garden ketch	1965	Tom McGowen
2. <i>Brigadoon</i>	65' Herreshoff sch	1924	Terry Klaus	4. <i>May Yan</i>	25' Cheoy Lee sloop	1958	Bruno Heidrich
3. <i>Nightwatcher</i>	50' Chapelle sch	1978	Ken & Patty Godshalk	OCEAN I (1 boat)			
GAFF II (6 boats)				1. <i>Cock Robin</i>	63' Alden yawl	1931	Bruce Fowler
1. <i>Makani Kai</i>	40' Angelman ketch	1970	Ken & Kristine Inouye	OCEAN II (7 boats)			
2. <i>Freda</i>	44' Cookson sloop	1885	Greta Lutz	1. <i>Echo</i>	Farallon Clipper	1957	Jack Coulter
3. <i>Regulus</i>	50' Crocker schooner	1946	Ed & Linda Witt	2. <i>Mistress II</i>	Farallon Clipper	1955	Dan Drath
GAFF III (4 boats)				3. <i>Ouessant</i>	Farallon Clipper	1957	Frank Buck
1. <i>Mistique</i>	27' sloop	1948	Suzi Olson	POSTWAR II (4 boats)			
2. <i>Kathleen</i>	25' Hess cutter	1974	Sea Scouts	1. <i>Leda</i>	Lapworth 36	1965	David James
3. <i>Pilgrim</i>	38' Alden cutter	1955	Glenn & Margie Burch	2. <i>Splrit</i>	33.5' S&S sloop	1960	Stephen & Ann Lewis
MARCONI I (9 boats)				3. <i>Eventide</i>	Lapworth 36	1958	Bob Griffiths
1. <i>Bolero</i>	44' Fellows and Stuart sloop	1946	Tim Murison	BEAR (5 boats)			
2. <i>Barbette</i>	40' Crocker yawl	1927	Bryan Lowe	1. <i>Sugar Foot</i>	23' Nunes sloop	1938	Marty Zwick
3. <i>Barbara</i>	60' Alden schooner	1932	Robert Klemmedson	2. <i>Koala</i>	23' Nunes sloop	1939	Ansel Wettersen
MARCONI II (9 boats)				3. <i>Teddy Bear</i>	23' Nunes sloop	1935	Mark Frost
1. <i>Foxen</i>	40' Alden cutter	1957	Pete & Tracy Caras	BIRD (5 boats)			
2. <i>Sunda</i>	35' Seaborn sloop	1941	Bob & Colleen Rogers	1. <i>Skylark</i>	30' Alden sloop	1927	Peter Brosig
3. <i>Enkidu</i>	36' Ohlson sloop	1964	Jim Stoye	2. <i>Curlew</i>	30' Alden sloop	1922	James Josephs
MARCONI III (6 boats)				3. <i>Swallow</i>	30' Alden sloop	1936	Swallow Syndicate
1. <i>Eclipse</i>	32' Reimers sloop	1940	Billier & Nickles	SPECIAL AWARDS			
2. <i>Pampero</i>	34' Rhodes sloop	1947	William Owen	Baruna Cup (1st Place Perpetual, Ocean classes): <i>Cock Robin</i> ; Billiken			
3. <i>Kaia</i>	43' Atkin ketch	1964	Alan Langmuir	Bell (Fastest Gaff): <i>Felicity</i> ; Deadeye Trophy (Fastest Any Rig): <i>Bolero</i> ;			
				Lyle Galloway Trophy (Fastest Under 30'): <i>Honalee</i>			

MARINA PLAZA HARBOR

IN THE
HEART OF SAUSALITO

The Ideal Spot
to
Berth Your Boat

Surrounded
by
beautiful
shoreline
park and
adjacent to
Sausalito's
largest
supermarket
and
marine supply
center.

Plenty
of free
parking.

2330 MARINSHIP WAY, SAUSALITO, CA 94965

(415) 332-4723



KKMI KH

HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES - N

"Sure we can do it."

You may not know it until it is too late, but the words, "Sure we can do it," can become five of the most expensive words a boat owner will ever hear. Why so expensive? Because almost every yard would like their customers to believe they offer 'full service' when, in truth, they may not. The fact is a large number of Bay Area yards subcontract key elements of their work. Many yards either don't have the space, equipment or craftsmen to do the work, so it is 'farmed out'. On the surface this may not seem critical, but it is. Certainly one of the reasons why it makes sense to take your boat

to a 'full service' yard is because if you encounter unforeseen problems the yard is capable of addressing these issues. More importantly, you will save money as a result of taking your boat to a yard where all of the work can be accomplished in one place at one time. After all, it only makes sense that if everything can be

done at one place the yard will be more efficient in performing the work, thereby creating an environment which will ultimately save you money. Besides which, as we all know, every time something passes through another person's hands the price only goes up.

KKMI, THE ONE AND ONLY

On San Francisco Bay, KKMI is the one and only boat yard that offers the combination of the greatest lifting capacity, at 200 tons, and the largest yard space, at five acres. However, KKMI offers far more than just the greatest capacity and size; they truly operate a complete marine repair facility. Besides having more equipment in one shop than most yards have on their entire premises, KKMI has the right people. Their staff includes experts in the welding of stainless, aluminum and steel. They employ fiberglass technicians who have fabricated some of the most sophisticated high-tech laminations in the world. A portion of their crew even includes 'old world' craftsmen who

have been working with wood for nearly 40 years. From commercial vessels to recreational yachts, KKMI has the equipment and expertise to do the job. Without a doubt, KKMI's crew represents the finest group of craftsmen operating within the most comprehensive boat yard in the Bay Area.

SAVE REAL MONEY

KKMI's ability to offer a full range of services not only allows you to save time but money. Beyond the inherent efficiencies created by having everything close at hand, KKMI has also merged other marine services under their roof, enabling them to charge less than other yards. As a matter of fact, KKMI's yard rates are among the lowest in the Bay Area. No matter what the size or complexity of your job, KKMI will save you real money. In other industries, this concept is called 'vertical integration', but at KKMI they just say it makes good business sense because they know every customer wants to save money.

A SIMPLE PHILOSOPHY

The owners of KKMI, Ken Keefe and Paul Kaplan, are 'hands on' operators. They are on the premises day in and day out and truly enjoy working with their clients. They operate their business from a very simple philosophy: If their customers don't have a pleasurable service experience they won't come back. No business owner wants this to happen, so they go out of their way to make sure their customers get great service. Between the two of them, they have been in the marine business for fifty years, so they are clearly in the industry for the long haul. Ken and Paul also know they must lead by example. Their commitment to their customers is shared by the entire KKMI crew. Give the folks at KKMI a call - not only do they know how to do the job, but they have done it before, in house.



The faces of expertise.

A KKMI PROFILE

NAME: Dr. Henry Turkel

PROFESSION: Doctor of Emergency Medicine

NAUTICAL BACKGROUND: A Bay Area native, Dr. Turkel started sailing dinghies on Lake Merced at age 13. While in high school he raced on his father's 42' yawl. As Henry recalls, "In the late '50s we raced in Division K and won our division three years in a row. This wasn't so much



because we were fast, we just happened to have a great handicap." He acquired his taste for ocean sailing under less than ideal circumstances. Henry explains, "I was shanghaied for my first offshore experience. Somehow I was persuaded to crew on a coastal tug, being told the journey would last four days. Unfortunately, I found myself a month and a half later with the same clothes on. Some introduction!" This experience was enough to convince Henry that being a doctor wouldn't be a bad career move. After establishing his practice, he commissioned the construction of *Rigel*, a 52' custom Millerick Bros. cutter which was launched in 1986. Henry has finally arranged his schedule so that he can enjoy the boat, which was designed for serious offshore sailing. This summer he is off to the Northwest and next summer on to Alaska.

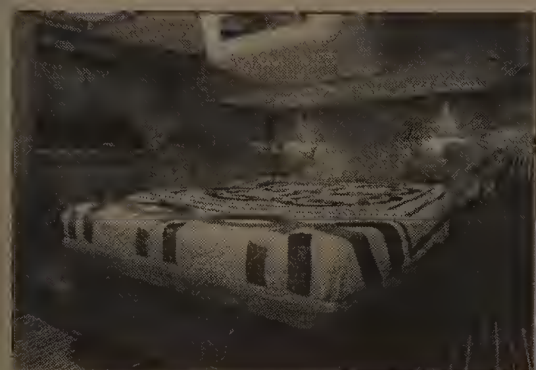
WHY DID YOU HAUL AT KKMI?: "This is the best yard in the Bay Area for a number of reasons. For example, having a chandlery on the property is real handy. It is great to be able to go straight from the boat and get what you need without having to get into your car. Most importantly, all of the work I requested was done exactly as I asked for it to be done. Not only that, it was done on time and under the estimate. Frankly, you just can't do better than that. I'm real happy."

RONICLE

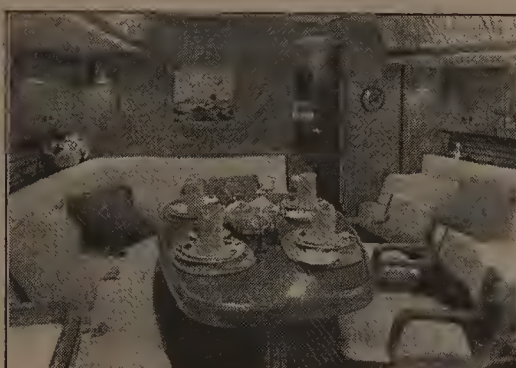
CONSTRUCTION - SWAN FACTORY SERVICE - MARINA - TAXIDERM

530 WEST CUTTING BOULEVARD
POINT RICHMOND, CA 94804
(510) 235-KKMI fax 235-4664
e-mail: kkmi@sirius.com

NAUTOR PRESENTS THE NEW SWAN 48

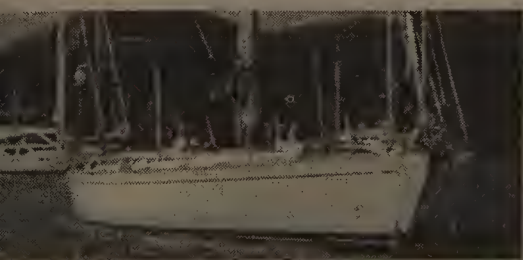


The owner's luxurious stateroom.



The incredible saloon.

Words such as *sparkling performance*, *incredible beauty* and *superb workmanship* are often used by aspiring boat builders when attempting to describe their latest product to the public. When these superlatives are used to describe the new Swan 48, they seem not only inadequate but terribly understated. The fact is, the new Swan 48 is nothing short of perfection. Whether you are looking for a boat to race to Hawaii or something for shorthanded cruising, the Swan 48 begs your consideration. Available in either a 2-cabin or 3-cabin configuration, the new 48 will definitely raise your pulse. The 48 exudes the essence of Finnish craftsmanship. From her meticulously finished teak interior to the precision system engineering, perfection abounds. What is most astonishing is the cost. Now, with the stronger dollar and Nautor's 30th anniversary special sailaway package, a new Swan has never been more affordable. Truly, give us a call; we think you will be most pleasantly surprised. Own the ultimate in a sailing yacht, a Swan, and you too will be hunting for superlatives.



SWAN 651 Livia (1985)

Livia is the perfect cruising yacht featuring a shallow draft, bulb keel, custom Reckman roller furling mast, hydraulic genoa furling and Lewmar commander system. All of which make the vessel exceptionally easy to sail shorthanded. The equipment list is extensive and features ship-grade gear. Impeccably maintained by her meticulous captain and now available on the West Coast. Call us today for details.



SWAN 55 Swan Fun (1972)

Without a doubt the finest example of a beautifully restored early vintage Swan. Every major piece of equipment has been either renovated or replaced. From her new diesel engine to the 'state of the art' electronics, this yacht is absolutely the largest high quality yacht you can buy for the money. Priced at a fraction of her replacement cost, at \$295,000, she's a steal.

HERB CRANE



Sunday Sandbar

POOPLET du jour: "And he repairs boats too!" Those were the words of astonishment as Ken Keefe carefully removed three newly hatched birds from their nest, which had been built inside the mainsail cover, as he went to raise the main. Not wanting to be turned in to the SPCA, Ken gently placed the birds in his sea bag, and they were carefully carried home for further attention. Not wanting to seem ungrateful, the little birds offered Ken a memento...something moist in the palm of his hand...such is life sometimes.

★ ★ ★

NEW KIDS ON THE BLOCK: The past month has brought with it a number of new boats on the Bay courtesy of KKMI endeavors. One such arrival is the Swan 59 *ExtravaganZZa* owned by Marty and Gloria Sullivan. The Sullivans purchased the boat last year and cruised the Caribbean and Mexico before bringing their dark blue beauty to the Bay...Also new in town is the Swan 651 *Livia*, owned by a local client who happens to also own a brand new Swan 68. Oh yes, it is for sale...This month also sees the delivery of Marina and Myron Eisenzimmer's new Swan 44 MkII *Mykonos*. Shipped deck cargo directly from Finland, this is hull number one of the new 44 MkII version. Keep your eye out for this 'cover girl', as she will be featured in Nautor's upcoming advertisements...and, of a faster ilk, is Cynder Edwards' and Mark Niemela's SonShip 58 motor yacht *Vista*. Powered with twin 840 hp MAN diesels, this yacht is not only luxurious, but exceptionally fast!

★ ★ ★

BODKINS' ODDS: KKMI also had a major delivery this month. The company gave birth to their new 88-ton Travel Lift. The KKMI crew had a contest to come up with the best name for their new machine, and the winner of a free lunch at the Hotel Mac was none other than the Travel Lift operator himself, Dan Stroud. The christening took place with Dan's wife Megan doing the honors. The winning name you ask?...What else but '*William Randolph Hoist*', every columnist's idol...not!

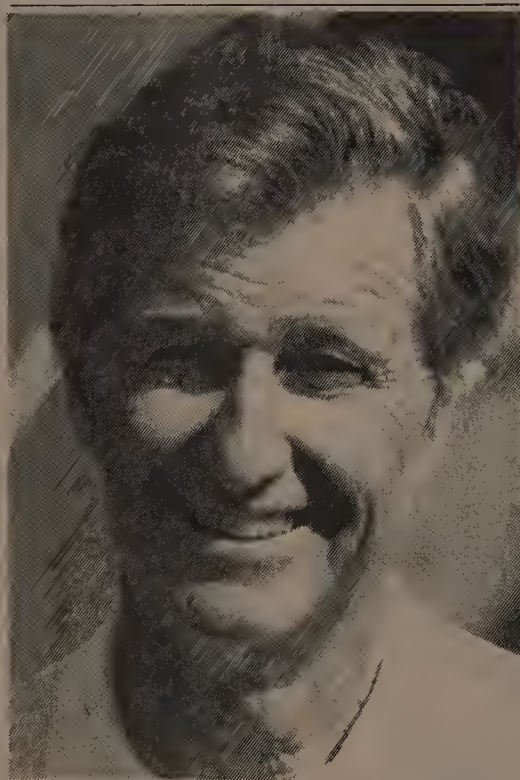
HANK EASOM

When you talk about the old foxes who still sail the Bay, the ones who remember the days when in order to go sailing on a boat you had to work on it first, the ones who transitioned from wood to fiberglass, and the ones who remember what the CCA

rule was, then you have to mention Hank Easom of Sausalito. In fact, Hank is one of the few old foxes left, which is kind of a bittersweet legacy for this straight-shooting, blue-eyed 62-year-old. "I've known a lot of nice people over the years," he says, "and it's hard when they're gone."

Hank took a few moments out of his busy retirement schedule recently to talk with us aboard his signature boat, the 8-Meter Yucca. Impeccably maintained and resplendent with her teak deck and brightly varnished interior, the 49-foot double-enders represents Easom's calling card to the sailing world. He

not only rebuilt the boat from the hull up after a horrific explosion 30 years ago, he also continues to race it with unending success in handicap and shorthanded events. At times he even commutes on the yacht to his Sausalito shop from his home in Tiburon. In many ways, Yucca is simply an extension of Easom: long and lean, graceful on the water and sturdily constructed.



Above, Hank Easom. Spread, 'Yucca' sprints for the Golden Gate in the '93 Doublehanded Farallones Race on her way to a division win.

foot Moon boat, which was one of the popular dinghy classes of the day, predating the El Toro, which caught on later. Their parents weren't into sailing, but they always helped out when they could. "If we could raise half of the money for some boat project from working, they'd chip in the other half," recalls Hank.

The 'projects' eventually included building boats in the family's garage. Hank graduated to a shop of his own when he was in his early teens, using a spot in Shirley Morgan and Cliff Peterson's Clipper Yacht Company in Sausalito's Schoonmaker Point. Hank bought a kit version of Myron Spaulding's 20-foot Clipper sloop and worked on it after school. "I couldn't drive yet, so I'd sail

over from Belvedere, work on the boat and then sail home," he laughs.

Hank's woodworking skills developed to the point where others had him build a couple of Clippers before he had to go into the Coast Guard. He asked Morgan and Peterson if they'd save his shop for him, which they agreed to do. Two years later he returned and rented the place again. Shortly

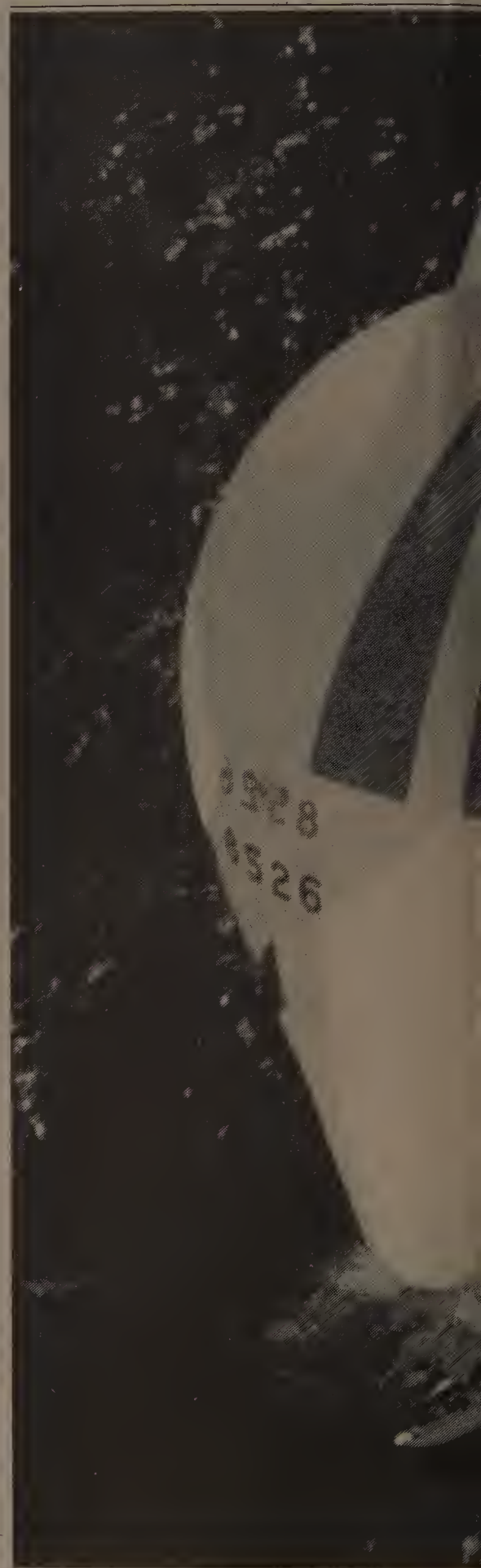
*Hank's hand was in the way
and part of his finger got cut off. He just wrapped
it up and kept going. ...*

The waters of Richardson Bay and Raccoon Strait have been home to Hank for over half a century. He and his older brother Bruce started messing about in sailboats there during the war years, when their father worked as a house builder and an ammunition box maker. The boys had an 8-

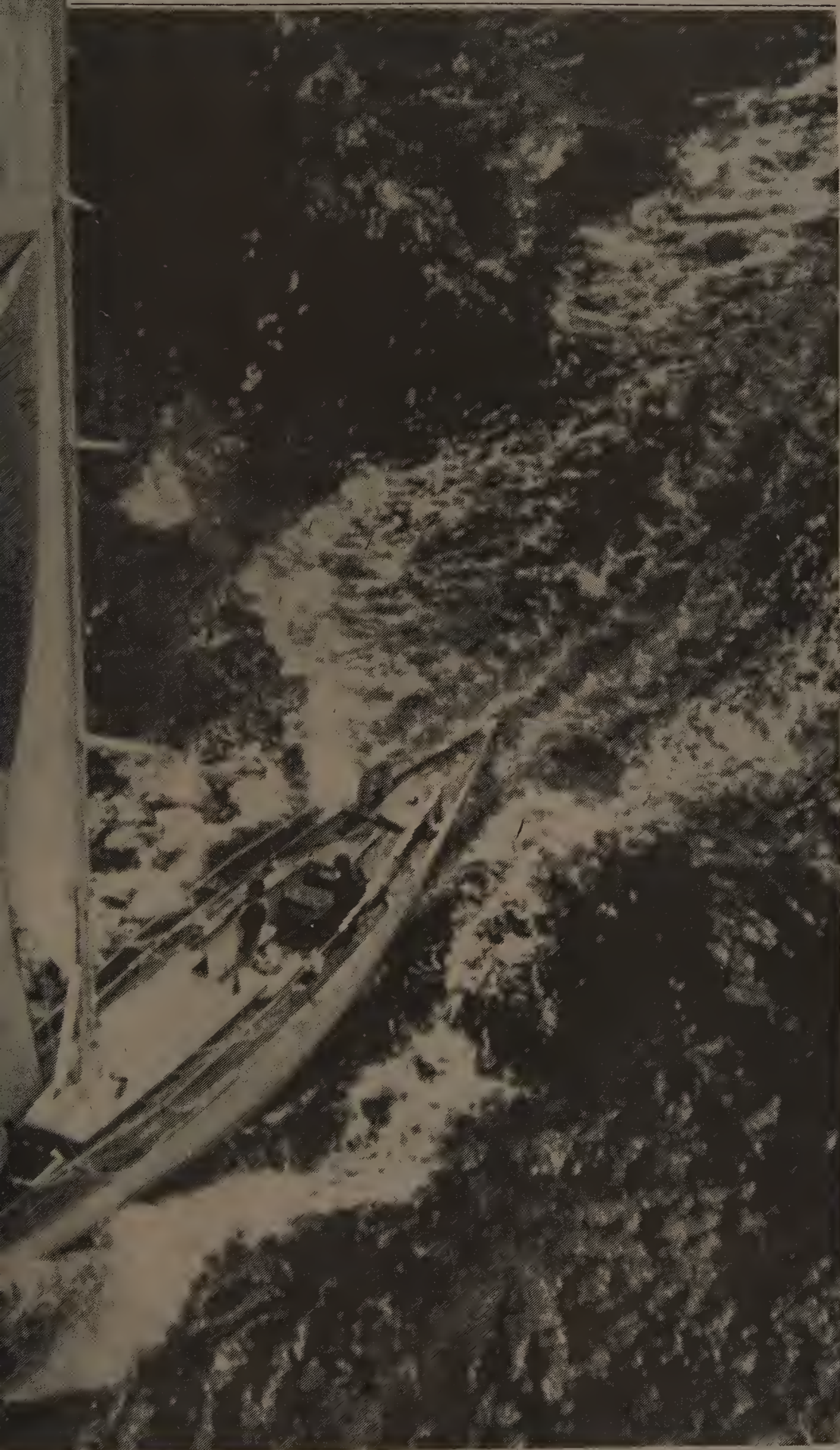
thereafter he opened Easom Boatworks in 1955. The business focused primarily on repairs, aided by an elevator that his brother helped design and build in 1956. "Bruce was never formally part of the business," he says, "but he was a good engineer and he helped me a lot."

More than a few boats were built at the shop, starting with a quartet of 31-foot Dashers designed by Bill Lapworth. There were

also some more Clippers and 25 Sun boats, which were plywood 14-footers popular in Belvedere Lagoon at the time.



— A MAN FOR ALL SEASONS



Hank's education, on the water enjoyed equal success, although the beginning was a little shaky. When it became apparent that

the two boys were going to spend a lot of time sailing, it seemed like it might be a good idea to join a club. Their dad knew some

folks at San Francisco YC, so they applied and were pretty much assured entry. The boys, then 10 and 7, were told they could keep their Moon boat at the club in anticipation of all the formalities being taken care of.

"So one day after school we went down and rolled our boat to the hoist to go sailing," says Hank. "Cappy Robinson, who was supposed to be an old sea captain and had a gaff-rigged sloop called *White Heather* in the harbor, came up and started raising hell. We were just kids and we weren't doing anything wrong. He swore at us, and in those days you didn't hear much swearing. We trundled our boat back to the storage area and cried all the way home.

"When Pops found out what happened that night he went down and told Cappy Robinson off. You didn't mess with Pop's kids." The SFYC plan was shelved and the boys eventually joined the Corinthian YC. All things considered, it was a serendipitous turn of events. "That's where we met Aldo Alessio and Sherman Petersen and Arch Monson, all of whom were really great to us and showed us how to sail," says Hank.

Those were the days before organized junior programs, of course. Younger sailors earned their lessons by working on boats, varnishing, sanding and doing other jobs. In return, they got to race and learn. "We made our own junior program," says Hank, "and we did what we had to do to go sailing."

The brothers sailed regularly on Alessio's two Farallone Clippers, both named *Mistress*, as well as many of the other hot boats of the time, like *Hurricanes* and *Bear Boats*. Hank also had his own boat, the *Dasher Serenade* which he built for himself. Around 1963 he wanted to move up to a 40-footer and asked Myron Spaulding to design one for him. Myron agreed, but the project never got off the ground. In the meantime, Hank became interested in Lapworth's new Cal 40 sloop. He put together a deal where he'd get a bare hull from Jensen Marine and put a wood interior and house on it himself. Before handing over a check, though, Hank and his wife Joy went down to Long Beach for a test sail.

"I'd just had a back operation," Hank remembers, "and the boat pounded like a bugger and the helm jerked around in my hand. I really thought it was too much boat for me to handle and I told them I didn't want to buy one after all. As long as we were down there, we thought we'd look at something else, so we went to Balboa and I asked the broker if he had any 8 Meters. I used to sail quite a bit with Myron on the 8 Meter *Hussy on the Bay*. They just happened to

LATITUDE/JR

HANK EASOM

have one and we rowed out early in the morning to have a look. The mist cleared and the doubledend Yucca loomed out at us and I said, 'Oh my God, what have we done!' We went for a sail and I bought her the same day."

Built in 1937, Yucca was showing her age a bit. On the delivery up the coast, Hank had Aldo Alessio, Charlie Weaver and young Jerry Rumsey onboard. The latter remembers having only one bilge pump running off the engine that was a little shaky. Off Point Conception they took on a lot of water, but managed to stagger home in one piece.

A year later, Yucca underwent another near fatal encounter, this time with a bilge full of gasoline fumes. Hank and his son Kent, who was 4 at the time, had just filled the tank for a Thanksgiving Day excursion. Kent had gone to give the dock attendant the credit card while Hank turned on the engine and stepped onto the dock — and the boat blew up. "There was no fire," recalls Hank, "just one big boom! We couldn't have made a better bomb if we'd tried."

The explosion tore off most of the deck and destroyed most of the interior. Hank took the hull down to the shell and started over again, adding new bulkheads, a new deck and a doghouse (high enough to afford him standing headroom) that hadn't been there before. In the end, Yucca was probably stronger than before, and she's certainly stood the test of time ever since.

Designed to the International Rule, Yucca's fortunes have ebbed and flowed with the changing handicap scene. She fared well under the Cruising Club of America system, but the IOR, with its reverse transoms and long waterlines, spelled doom. Hank's never even had the boat measured for IMS, but he holds a PHRF rating of 90, which he can sometimes sail up to on a good day. (Other 8 Meters around the country generally get a PHRF rating of 114. Hank's presence on Yucca might be worth more than a few seconds per mile!)

When Yucca's fortunes fell under the IOR in the mid-1970s, Hank hankered for some competition. He liked the looks of an Etchells



Hank (center) aboard the 50-ft 'Ariel' at the finish of the '55 TransPac. Owner Sandy McCormick is at right. Below, 'Serenade'. Far right, Easom's Etchells launches off Yellow Bluff.



COURTESY HANK EASOM

22 he saw sailing on the Bay one day and soon after went into partnership on one. Others like John Ravizza, Milt Morrison and Bert Clausen then got involved in the fleet as well, and the class became one of the hottest one design keelboat groups on the Bay. Hank has consistently been at or near the top of the heap. He's even done some travelling in the boat, attending world championships in Australia and Newport Beach with an all-time best finish of eighth.

The one-design highlight of Easom's career, however, has to be the 1972 Olym-

— A MAN FOR ALL SEASONS



COURTESY HANK EASOM

pic trials in the 29-foot Dragon class. Held on the Olympic Circle, the regatta featured some pretty big names, like Buddy Frederichs, Gary Weisman and Bob Mosbacher. Hank topped everyone except for Don Cohan, who went on to win the bronze medal at the Munich Games.

Hank's performance earned him an invitation to be Cohan's trial horse in Germany. And for a while, it looked as though he might be able to make the trip, even though the boatworks was in full swing. At the time, Hank oversaw a dozen or more employees on a regular basis, as well as boat-building projects like the hull of Derek

Baylis's S&S-designed *Molly B* and a trio of 31-foot *Lively Lady* designs by Gary Mull. Hank was in the middle of the second *Lively*

sailed hundreds of additional miles on *Yucca* with Hank, and they're currently partners in the *Etchells 22*.

Mohn is still amazed at Hank's passion for sailing after all these years. He likes to kid Easom about their "three-boat days,"

Hank turned on the engine and stepped onto the dock – and the boat blew up.

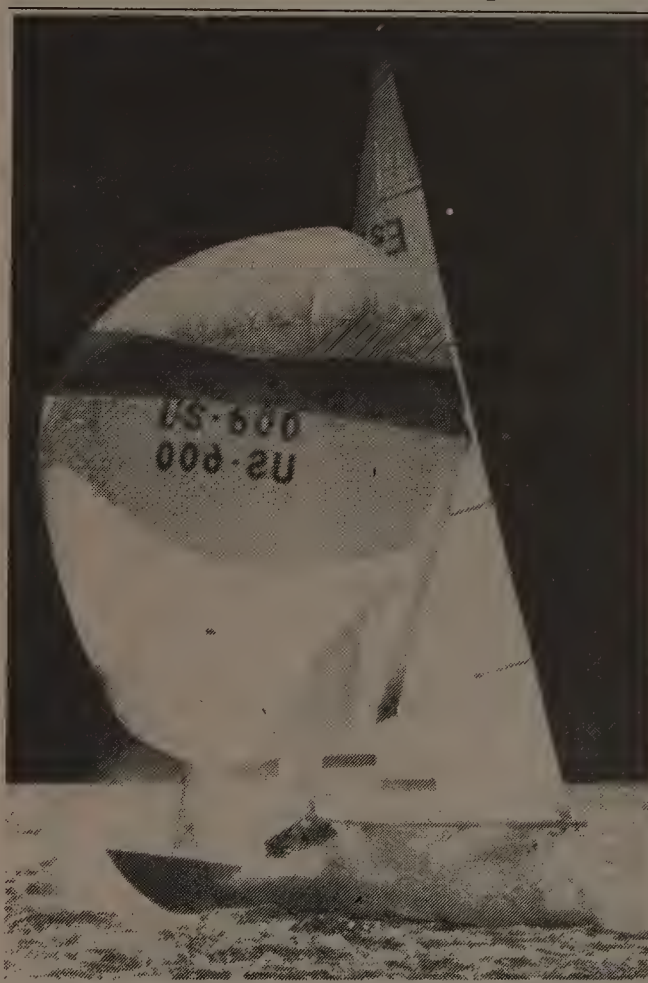
Lady, which was being built for 72-year-old Gordon Strawbridge, when the Trials took place. "One day Gordon came in and told me that things were going a little too slowly for him," says Hank. "He said that he was 72 and maybe we ought to get this boat finished! That got my attention, so I declined the offer to go to Germany and got his boat done. It was a great honor to be asked, though."

On the race course, there's very little that can deflect Easom's attention. Jerry Rumsey recalls racing *Yucca* against Myron Spaulding on *Santana* one afternoon when the genoa car on *Yucca* broke. Hank's hand was in the way and part of his finger got cut off. "He just wrapped it up and we kept going," says Rumsey. "He really wanted to beat Myron, which we did, and then he had his finger taken care of."

Unlike some skippers who can get a bit shrill in the heat of battle, Easom has a reputation for always keeping his tongue in check. "He's very quiet on the boat and he's very patient," says Chuck Mohn, who used to work at the yard before shipping out to serve in Vietnam. Now a dentist in the City, Chuck has

where they'll tow the *Etchells* to a race behind Hank's 36-foot lobster boat *Joy* and then come back to Sausalito for an afternoon spin on *Yucca*. Mohn challenged him to a "four-boat day" recently, where Hank would sail his *El Toro* in the Bullship Race across the Bay in the early morning, hit an *Etchells* race in the afternoon and then finish it off with a nightcap on *Yucca*. "I told him I thought that would really be pushing it!" laughs Hank.

Did we say *El Toros*? That's right. Hank's a regular on the active senior circuit. It started awhile back up at Pinecrest Lake near Yosemite, where Hank and his family have a summer cabin. Every day at 3 p.m. the sailors descend on the lake for some *Toro* racing. Hank got pretty good at it and decided to try the national championships when they were held at San Francisco YC in 1993. (He's since made peace with the club



LATITUDE/RM

and has been a member for several years). He didn't do so well, but he had so much fun he decided to get a better boat. He even adapted a \$40 carbon fiber boardsailing mast to his racer and enters the midwinter races over at Richmond against the class big shots like Jim Warfield and Jim DeWitt.

HANK EASOM

Pretty much anything that involves being on the water holds some fascination for Easom. He's also become quite an avid model boat racer, a pastime he also picked up at Pinecrest Lake but now enjoys locally in Golden Gate Park and other lake areas. And then there's fishing, for which he uses his powerboat to go after salmon and other delicacies. "I don't know how I find the time to do it all," he chuckles. "I'm sure glad I retired."

The latter decision didn't come easily. About a decade ago, Hank became embroiled in fighting the Department of Labor over the extremely high insurance rates that boatyards were being forced to pay for workers' compensation, and the increasingly dire warn-



We don't know how he fits in one, but Hank is a full-fledged matador in the Toro senior fleet.

ings about toxics being used in boat maintenance. "For the first 30 years of business, I never had an attorney," Hank says. "And

he says, "and trying to keep up with the younger sailors is fun. We've seen some pretty great sailors come out of the Bay and it makes us look good if we can keep up with them."

— shimon van collie

for the last five, I was on the phone with a lawyer all the time."

"The regulations got more and more stringent and I was just pushing paper around. I was tired and it wasn't fun anymore." He and Joy figured out they could do just as well by renting out their building, which they've done. Hank's 'job' is being the landlord and taking care of his boats.

"S taying active keeps me young,"

FOAM

Mattresses • Cushions
FREE CUTTING!



- **Custom foam** cut to any size or shape for your bows, berths, bunks and cushions
- **Largest selection** of foam in stock extra firm to pillow soft
- **Expert** custom sewing 20 years experience, lifetime warranty
- **Quality** marine fabrics marine vinyls, Sunbrella, canvas

★ **10% OFF WITH THIS AD** ★



FREE ESTIMATES



FOAM CREATIONS

Albany • Berkeley
1120 Solano Ave.
(1 block above San Pablo)
(510) 526-7186

Hours:
Mon.-Sat.
10-6
Sunday
11-5

Concord
3482 Clayton Rd.
(510) 827-3640



SEA SPRAY

Outstanding Lubrication

- **TEFLON® Based**
- **Prevents Corrosion**
- **Displaces Moisture**
- 2 formulas: Sea Spray for below decks, and Dry TEFLON® Sea Spray for above decks.
- Sea Spray puts a micro thin layer of TEFLON® on surfaces.
- Sea Spray sets up a high pressure grease.
- Sea Spray can be used on engine cables, outdrives, steering systems, antenna mounts, and outriggers.
- Dry TEFLON® Sea Spray does not attract dirt.
- Dry TEFLON® makes sail hoisting and adjusting easier.

Call Multiple Choice Inc.
1-800-551-8990

GOING CRUISING? THE DRINKS ARE ON US.



For a limited time, get this PÜR Watermaker *FREE* when you buy a PowerSurvivor™ 35 or PowerSurvivor™ 80 II. A \$555.00 value.

More than we care to admit, our cruising dreams are limited by our need for fresh water. Fact is, with a PÜR PowerSurvivor on board you can go further and stay longer. PÜR 12v systems are smaller and more energy efficient than other watermakers and they produce ample water at a very

affordable price. Now, for a limited time, PÜR will include an emergency-use Survivor 06 *Free* when you purchase a PowerSurvivor. This offer is valid during June and July 1996. Contact your marine dealer or call us today at 1-800-845-7873 for a list of participating dealers near you.

PÜR
Drinking Water Systems

THE PÜR SURVIVOR WATERMAKER SERIES

**CALL FOR
FREE 1996
DISCOUNT
CATALOG!**

Defender

We make boating more affordable!



Best Buy For 1996!

Compare the price and features found on the Silva NEXUS with other brands and you'll see why it has been our best selling sailboat instrument system. Plus Silva's exclusive Two Year No Nonsense Replacement Warranty means they'll replace any piece in 24 hours. No more delays in getting your instrument repaired - they simply replace it!

Compare Systems:**	Silva 2000	Standard Horizon 50	Autohelm ST-50
Discount Selling Price	\$889	\$1129	\$1389
Boat Speed	YES	YES	YES
Trip Log #1	YES	YES	YES
Trip Log #2	YES	NO	YES
Total Distance	YES	YES	YES
Average Speed	YES	YES	YES
5 & 10 Min. Timer/Alarm	YES	YES	YES
Water Depth	YES	YES	YES
Shallow/Deep Alarm	YES	YES	YES
Anchor Alarm	YES	YES	YES
Water Temperature	YES	YES	YES
Battery Voltage	YES	NO	NO
App. Wind Angle/Speed	YES	YES	YES
True Wind Angle/Speed	YES	YES	YES
VMG-upwind	YES	NO	NO
VMG-downwind	YES	NO	NO
Speed Over Ground*	YES	NO	NO
Course Over Ground*	YES	NO	NO
Bearing to Waypoint*	YES	NO	NO
Distance to Waypoint*	YES	NO	NO
Cross Track Error*	YES	NO	NO
Present Position*	YES	NO	NO
24 Hour Clock*	YES	NO	NO
TTG to Waypoint*	YES	NO	NO
Arrival Alarm*	YES	NO	NO
Off-Course Alarm*	YES	NO	NO
99 Waypoint Storage*	YES	NO	NO
Waypoint Route*	YES	NO	NO
Waypoint Closure*	YES	NO	NO

Silva Systems:	Depth	Speed	Wind	Compass	Only
1000 System	Yes	Yes	Option	Option	\$599
2000 System	Yes	Yes	Yes	Option	\$889
3000 System	Yes	Yes	Yes	Yes	\$1129

Defender Industries, Inc.
42 Great Neck Road,
Waterford, CT 06385
Phone: 860-701-3400
Toll Free: 800-628-8225
Fax: 800-654-1616
DefenderUS@aol.com

DFF DIESEL FUEL FILTERING

Purify Diesel Fuel & Flush Tanks

1. Why do others want to install clean-out ports in your tank? *Because their hoses are too big!*
2. If there is no access into your tank, **WE HAVE CLEAN OUT PORTS AVAILABLE!**
3. DFF is the **ORIGINAL OIL POLISHER** in the Bay Area! *Beware of copycats!*
4. You should question claims by others that guarantee 100% clean tanks!

We are in compliance with State and Federal Specifications & pollution control.

- "All Pleasure Yachts & Commercial Craft."
- Your berth or boat yard.
- Fully Insured.
- No travel time charges in San Francisco Bay Area.



Hundreds of satisfied customers since 1989
(510) 521-6797 Fax: (510) 521-3309

CRUISING ANTARCTICA —

On February 1, *Mahina Tiare* rounded Cape Horn for the sixth time. It was a perfect completion to a 3½-day passage from Antarctica, made all the more so by conditions so tranquil off the Horn that John Neal and crew launched the inflatable for the photo op

ALL PHOTOS JOHN NEAL/
MAHINA TIARE PRODUCTIONS

a Trimble Inmarsat-C satcom) and weather-fax charts received twice daily from the Chilean Navy, Neal was able to time their

"It's a little harder to figure out where you are when everything's white."

of a lifetime.

Sailing to the bottom of the world had long been a dream of Neal and his first mate, New Zealand Whitbread veteran Amanda Swan. They had no difficulty locating four hardy sailors to share the challenge: a 500-mile crossing of the treacherous Drake Channel and exploration of the Antarctic Peninsula. Two of the crew were Bay Area sailors. Janet Condino is a biologist from Los Altos, and Al Maher of Brisbane makes his living as a property manager. Rounding out the crew were Bob Franke and John Graham, both from the Seattle area.

The five-week expedition started in Ushuaia, Argentina, on January 4. From there, it was down to Puerto Williams, Chile, where *Mahina Tiare's* crew waited out a cold front that battered the Beagle Channel with 60-knot winds. They then sailed close past

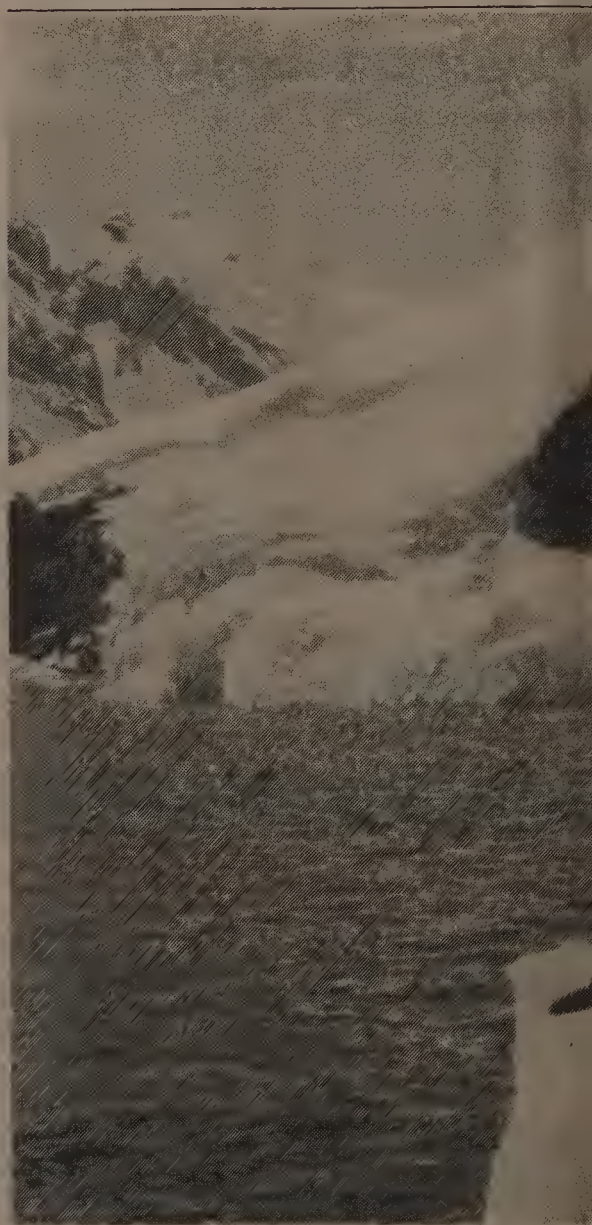
departure so they experienced winds of less than 20 knots while crossing the Drake.

During her visit to Antarctica, *Mahina Tiare's* crew met scientists and support personnel at Argentine, British, Ukrainian, American and Chilean research stations. A highlight of the trip was the time spent in Port Lockroy helping five members of the British Antarctic Survey clean and restore an historic hut. It had been built 30 years ago by another British Survey team, but had since been taken over by gentoo penguins and the elements. You really had to be there to appreciate how shoveling out three decades of penguin s__t could actually be considered a highlight of the trip.

The BAS crew subsequently sailed aboard *Mahina Tiare* to check another isolated hut at Dorian Bay which Richard Atkinson had built 20 years earlier. They found that structure in excellent shape, and full of supplies from the yacht *Pelagic*. Gary Jobson, Skip Novak and a small crew were nearby filming segments for an upcoming ESPN special.

Weather and ice movement presented the most difficult challenges. Several times at anchor the crew had to fend off icebergs with a 'bergypole' — a 14-ft carbon fiber windsurfer mast with stainless spikes at the end. And the first time they tried to sail through the Lemaire Channel, they found it totally blocked by huge icebergs driven there by gale-force winds.

When venturing ashore, they were surrounded by hundreds of penguins, dive-bombing skuas and breathtaking beauty. At sea and at anchor, they encountered leopard seals, humpback whales and yet more inquisitive penguins.



As you might expect, voyaging as far as 65°S latitude was a little different than sailing in most other places in the world. Being summer in the Southern Hemisphere, the air temperature ranged from 20 to 40 degrees. While downright balmy compared to winter, those temperatures and the wind chill made proper clothing essential.

Topsides, the uniform of the day was layers of Patagonia and REI clothing. Typical of most of the crew, Al Maher wore lightweight capilene longjohns, followed by an REI expedition-weight polypro layer, a light cotton sweater and a Helly Hanson polypro vest. At night, he'd add a fleece-lined jacket, and when it was wet, Henri Lloyd foulies. Neal favored a Mustang Ocean Class one-piece float-suit — similar to what the Coast Guard helicopter crews use. "But the rest of the crew thought it was too warm and cumbersome," he says.

Ski goggles were necessary in snow, sleet or high wind conditions. Keeping fingers somewhere between useful and frostbitten proved the major challenge. A three-glove



The 'Mahina' crew at Port Lockroy. The mast behind them belongs to another cruising boat. They met several, mostly French and German.

Cape Horn and into the infamous Drake Passage. Using Bob Rice's Weather Window customized weather forecasts (received over

SOME LIKE IT COLD



Above, Paradise Bay was typical of the spectacular scenery of the Antarctic Peninsula. Below, tourists favor formal attire.

system consisting of Patagonia glove liners, followed by OR (Outdoor Research) modular liner and mitts from REI worked the best. "The engine room clothesline was always full of extra liners hung up to dry," says Neal.

The water temperature was so cold that at a couple of stops it froze hard enough to



support the weight of groups of penguins that would waddle up to the Hallberg-Rassey 42 for a look-see. The cold water was a big concern for Neal, who reports he was paranoid about catching the dinghy painter in the prop since he didn't have a drysuit aboard. Then again, the Avon wasn't in the water any more than it had to be, as leopard seals apparently love to attack and destroy inflatables!

A forced-air Volvo Arctic diesel furnace installed two years ago in Auckland kept *Mahina Tiare* warm below, even in high winds with the boat heeled way over. It was backed up by a heat-exchanger system and propane forced-air furnace, which was rarely used.

Mahina Tiare didn't quite make it to the Antarctic Circle — 66° 30'S — where it would have been daylight all the time in January. But it was close. Their 'nighttime' consisted of four hours of twilight where "You could watch the sunset and sunrise at

the same time," says Maher.

This meant there was always enough light to check bearings ashore. That was a good thing, as there's not exactly a glut of cruising guides available for the area. Neal used a collection of hand-drawn anchorage charts passed down over the years from several boats. They were an indispensable addition to the British Admiralty and few Chilean

"You could watch the sunrise and sunset at the same time."

charts of the Antarctic Peninsula. These latter were accurate as far as they went, says Maher, "but it's a little harder to figure out where you are when everything's white. The hand-me-downs tell you, 'put anchor here, put line there, there's a spike on this hill. . .', that sort of thing. They're excellent."



Moored at Peterman Island. The 'Mahina' crew sometimes had to clear as much as 6 inches of snow off the decks before getting underway.

Mooring had its special little nuances, too. Of nine stops, *Mahina Tiare* only swung on double anchors three times. The rest of the time, she was either tied to shore (usually to rocky outcroppings) with as many as seven lines, or anchored and tied to shore. Neal

CRUISING ANTARCTICA —

says the 600 feet of 5/8-inch floating polypropylene line he got for Chile's Patagonian coast proved valuable in Antarctica, as well. The bright yellow line was easily visible even when it was snowing, and its flotation properties made it easier to work with when going

ANTARCTIC TRIVIA

- The Antarctic Circle marks the edge of an area where the sun stays above the horizon one or more days each year. The sun never sets there on the longest day of summer (about December 21). It never rises on the shortest day of winter (about June 21).
- Charts made by 16th-century Portuguese mapmaker Piri Reis show the Antarctic continent in amazing detail. They were once thought to be fakes until seismic soundings confirmed that there was land under all that ice. What explorers ventured into these waters to compile the charts is a mystery.
- The amount of ice on Antarctica could cover the entire U.S. with a layer 2 miles thick. It is so heavy that it has depressed the continent more than a third of a mile.
- The coldest weather ever recorded on earth occurred in August 1960 at Vostok Station, Antarctica: minus 126.9° F.
- Signed in 1959, the Antarctic Treaty stipulates that no new territorial claims on the continent may be asserted by any country, and that Antarctica shall be used for peaceful purposes only, with scientific information to be exchanged freely.
- Although Antarctica stores 70 percent of the earth's fresh water as ice, precipitation at the South Pole averages less than 1½ inches a year. In the summer, when the icepack recedes, Antarctica has the same surface area as the U.S. In the winter, it's twice as big.



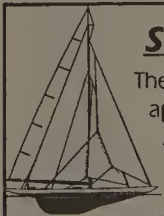
ashore. The disadvantage: even at a measly two feet, the tides were often enough to 'float' the mooring lines off of rocks.

As far as site selection for anchoring, one of the prime criterion was finding an inlet whose entrance was shallow or narrow enough to keep large bergs out — yet allow *Mahina Tiare* with her 6½-ft draft in. Neal reports that even the big bergs move around a lot and you have to keep an eye on them constantly. "Several times we encountered huge bergs moving with the current at 2 knots or more — to windward!" he says.

At several anchorages, 'berg watches'

were posted aboard, and as often as not involved fending off ice with the bergy poles. Three times, the crew used the Avon to push bergs out of the way that were running over the anchor chain or nudging the boat.

The weather at the bottom of the world can change rapidly, so accurate forecasts were mandatory for survival. In addition to Bob Rice's service — which gave accurate



STOP REPLACING GOOD BATTERIES!

The lead-acid battery in your yacht will self-discharge at the rate of approximately 1% per day at 80°F; more as temperatures increase.

As the battery discharges, the plates sulfate. Sulfation occurs as a normal battery aging process, even if the battery is kept charged. Estimates show that up to 84% of lead-acid battery failures are due to sulfation (the crystallization of sulfur molecules). Conventional charging does nothing to reduce or eliminate sulfation.

Only Solargizer reverses the sulfation process, and restores batteries to near-new condition.

Only Solargizer extends battery life from 5 to 10 times the usual or normal lifespan.



SOLARGIZER

RIP, Inc.
3157 Diablo View Rd.
Lafayette, CA 94549
(510) 933-2400

KILIAN PROPELLER

2418 TEAGARDEN STREET • SAN LEANDRO, CA 94577

Repairing and repitching of ALL brands and makes

3/4" - 2" Aquamet 22 Shafting in stock

Distributor of Michigan Wheel Corporation

(Outboard, Sterndrive, and Inboard Propellers, also sales for Martec and Power Tec.)

Owner Tim Kilian, former manager of Pitchometer Propeller Co.

Third generation in the propeller business, proudly offering over 70 years of combined knowledge and expertise.

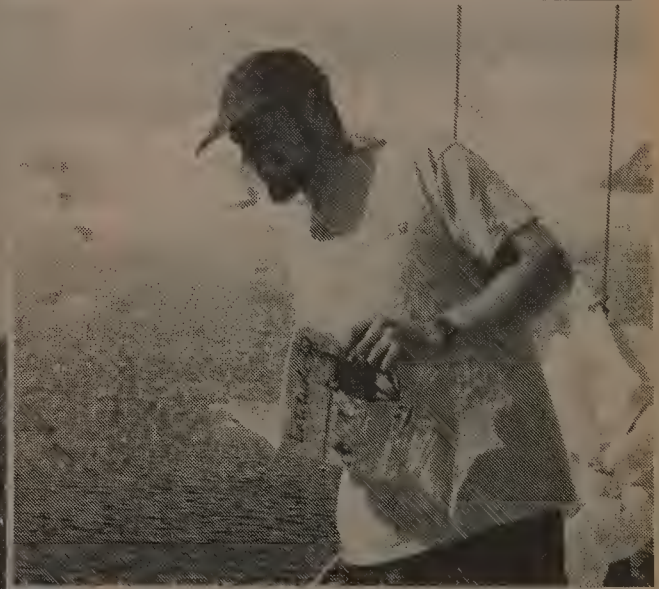
(510) 614-0596

Fax (510) 614-0689

SOME LIKE IT COLD



bergly bits as long as the sea wasn't too rough.



"Damn! This lousy rag doesn't have a thing about sailing the real South Seas."

Spread, the photo op of a lifetime: 'Mahina Tiare' off Cape Horn. Top, the former British Survey hut at Port Lockroy before the shoveling began.

forecasts up to five days ahead — the *Mahina Tiare* crew found the New Zealand ZKLF weatherfax chart (transmitted at 1030UTC on 9459.0) and Chilean charts (transmitted by CBV at 1115, 2315 and 2330 on 4228.0 and 8677.0) to be very helpful.

Navigation was by GPS — yes, it works fine down that far — and constant dead

reckoning updates. Crewman John Graham is a ship's captain who loves navigating under the most adverse conditions. When *Mahina Tiare* left Palmer Station and ended up bottled up and blocked by 90% ice and 40-knot winds in Lemaire Straits, John navigated from 1500 until 0300 the next morning, mostly in zero visibility and subfreezing temperatures — all flawlessly, without a single mistake. A Raytheon radar helped this process, showing even small

All *Mahina Tiare*'s stops save one were on the Antarctic Peninsula, in the island group known as the South Shetlands. Their one stop on the mainland — the actual Antarctic continent — was at Faraday Station, a former British outpost that's now home to a group of Ukrainian researchers.

After five weeks in Antarctica (and 17 months in Chile), *Mahina Tiare* headed for warmer climes. On April 22, she departed Puerto Montt for Juan Fernandez, Easter Island, Pitcairn, the Marquesas and Hawaii. John and Amanda look forward to arriving back in Friday Harbor in early September.

Shortly after that, John will be flying to Sweden to check on construction of *Mahina Tiare III*, a new Frers-designed Hallberg Rassey 46 which will arrive in Seattle by ship in December.

— john neal and latitude 38

GOLDEN STATE DIESEL MARINE

PARTS AND SERVICE

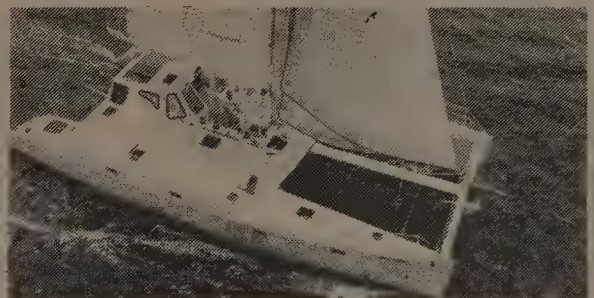
PATHFINDER • YANMAR • UNIVERSAL
• WESTERBEKE •
DIESEL & GAS ENGINES

Barbara Campbell

351 EMBARCADERO
OAKLAND, CA 94606

(510) 465-1093

ATLANTIC 48™
ALSO THE NEW ATLANTIC 42™
PERFORMANCE THAT'S MILES AHEAD



CHRIS WHITE DESIGNS

5 SMITH'S WAY, S. DARTMOUTH, MA 02748
TEL: 508-636-6111 FAX: 508-636-6110

ANTIGUA SAILING WEEK —

For good mental and physical health, it's necessary to lead a balanced life. This means if you do a little work, you need to play a little to compensate for your labors. And if you're a workaholic — like most all of us are these days — the only way to put your



The last Sunday of every April, hundreds of big boats and thousands of swashbuckling sailors turn up at English and Falmouth Harbors.

life back into balance is to participate in Antigua Sailing Week, where the play is non-stop and intense.

The most fun year for the most fun regatta in the world? You could certainly make that argument for April's 31st running of Antigua Sailing Week — even though a tragic starting line accident claimed the life of a 52-year-old Rhode Island woman

Wacky stewardesses Soozie and Laura — just two more reasons why it's nuts to even think about sailing with all guys.



SAILING ACTION PHOTOS BY TIM WRIGHT
ALL OTHER PHOTOS BY LATITUDE 38/RICHARD

(Sightings, June) and even though there were an excessive number of collisions.

Begun three decades ago as a low-key competition between charter boats at the end of the season, about 10 years ago the five-race Antigua Sailing Week exploded into bloom, attracting large fleets consisting of not just crewed charter boats, but old warhorses being cruised, magnificent classics, and even a few of the hottest racing boats in the world. And with these fine boats came fine crews . . . and the women who are attracted to them.

As sailing venues go, Antigua, located in the heart of the Eastern Caribbean, has much to covet. The easterly trades pretty much assure warm and consistent breezes, and the water is Caribbean blue and warm. There is good variety to the sailing, as about half of it is off the south coast of the island, which is open to the swells that begin life off Africa. The other half of the racing is on the leeward side of the island, where the combination of good wind and flat water make the sailing orgasmic.

In addition, most of the Antigua courses offer some intrinsic challenges. Three of the five starts this year were off the south coast. Given the prevailing easterly wind, starting on starboard almost immediately puts you on a rocky shore, so you have no choice but to flop back on port and try to pick your way through the fleet. This isn't as easy as it might seem, because there might be everything from a plodding 35-foot production boat to a lightning-fast BOC 60 in the same division. And because there's an adverse current offshore, you must flop back on starboard as quickly as possible and begin the process anew. The ensuing 'frights' are really something to laugh about — once the last race is over.

Cades Reef also plays an important part in about half the races. The boundaries of the large reef are ill-defined, and there are plenty of suspicious-looking brown spots as you approach it. So you sail in as close as you dare on port to get relief from the current and a lift from shore, and when your nerves can't take it anymore, you flop back and hope to weave a safe path through the starboard tackers — many of whom are Europeans who haven't sailed since the previous fall and are new to such big boats.

Sailing Week could never have grown to the prominence it enjoys today were it not blessed with superb natural facilities. About half the 220-boat fleet shoehorns itself into historic English Harbor, one of the

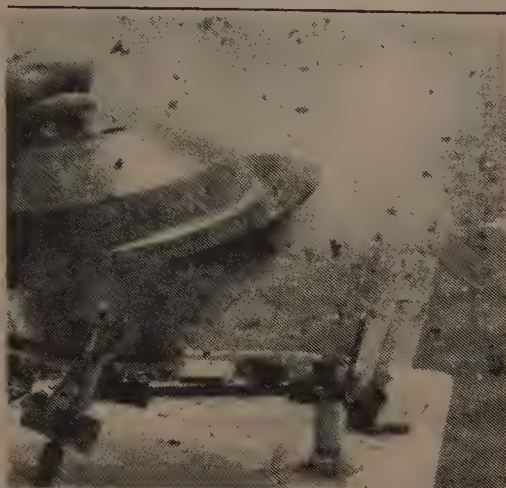
Caribbean's great natural harbors. The other half finds a place in somewhat larger Falmouth Harbor, another of the Caribbean's finest. The two are fortuitously connected by a quarter-mile road, which by night is lined with countless family BBQ stands, make-shift cardtable bars, and the body-reverberating throbs produced by some of the largest speakers in the history of



A HOWLING SUCCESS

mankind. Two of the races end on the lee side of the island at Dickenson Bay, where some 300 large boats anchor just a few yards off the talcum powder-like beach on which 3,500 crew and countless locals danced the nights away. We can't imagine a finer sailing and party venue for a large regatta.

Those who've done one Antigua Sailing Week have a hard time staying away. And



some folks — James Dolan of the Northeast jumps to mind — aren't content with entering a single boat. Dolan entered his top boat, the new S&S 79 *Sagamore*, sailed by the 'A team'; his dazzling S&S 73 *Encore*, sailed by 'the kids' in Racing/Cruising; and his equally dazzling Swan 57 *Bravo*, sailed by 'the women'. At the end of each day, the three boats would raft up around their three motherships, which included two spectacular motor yachts and the 110-foot trimaran *Lammer Law*. At night, they'd have sit-down

This year's action at Antigua was as explosive as 10 firecrackers going off in the ship's BBQ. Spread below; 'NAsail' gets air off the Pillars of Hercules. Below right; the 60-ton port-tacking 'Creightons Naturally' sails over and into the cockpit of the Santa Cruz 70 'Donnybrook'. Below left; a few of the 'Big O' crew say 'hi' to the camera before the start of windy race two.



ANTIGUA SAILING WEEK —



Tania and Capt. Jim. In addition to being the winner of the Wet T-Shirt contest and the walking definition of sensuality — we're talking about Tania now — the 19-year-old Panamanian has been a professional sailor for three years.

dinners for 90 aboard the big tri. Presumably Dolan didn't have to ask how much it would cost before he commissioned such an extravaganza.

Sailing Week was born of partying, and participants do their best to honor that hallowed tradition. Starting on the eve of the Sailing Week with the Mt. Gay Rum Party, there is an official party every night, usually sponsored by a company that markets some

The Antigua lofts were nearly overwhelmed when 90 sails blew out during the windy first race. Working through the night, they did the job.



brand of alcoholic beverage. Each official party also has a band with obligatory huge speakers. The speakers had better be big, because there are plenty of 'unofficial' parties each night, too, and their bands also have giant speakers.

The reggae/rap music is so loud and the patois so unintelligible, that few of the mostly white racers boogying on the sand can understand the lyrics. That's probably a good thing, because half the lyrics angrily castigate whites for racism, 'brutality and economic injustice. The irony seems to be lost on everyone, however, and the drinking and dancing usually reached a frenzied peak around midnight and continued strong for another two or three hours.

Most of the socializing was reasonably restrained this year, although the crew of one moderately large yacht was 86'd from the Copper & Lumber Restaurant. It seems that some of their female crew, who'd been playing the role of go-go dancers in the ancient windowsills for several hours, inadvertently knocked down some of the historic carpentry. It was a terrible thing to do; nonetheless, we hope the management forgets what boat they were from by the time next April rolls around.

The partying tends to tail off a little at the end of each week for the simple reason that even the youngest and most fit can't take the pace. The 'triathalon' of hard racing under the tropical sun, pounding down a bunch of post-race drinks, and then dancing until nearly dawn is an endurance test few can pass more than a couple of times in a week. By the event's end, the Germans — of all people — were declared the most party-hearty nationality!

While there has never been anything remotely close to a 'bad' Sailing Week, there were several reasons that the recent Weeks hadn't been as good as hoped. That the wind hadn't been particularly strong or consistent was the biggest. There had also been some bad vibes between the impoverished locals, who are understandably envious of the incredible wealth on display, and the affluent mostly white racers. Then, too, there had been too many collisions and conflicts between the grand prix racers and the plodding bareboats, who too often found themselves sailing the same course at dramatically different speeds. And didn't there used to be a lot more women? Given these concerns and the fact that hurricane *Luis* had devastated Antigua just eight months

previous, there were fears this might be an off year at Antigua.

It turned out to be an 'off year' all right — right off the graph of pleasure and excellence.

The wind blew in the high 20s and the low 30s for the first race. With just a wung-out headsail, one moderate displacement production boat nearly hit 12 knots. The little light boats surfed to the high teens, and



A HOWLING SUCCESS

the big light boats occasionally surged past 20. But there was a price to pay for all this excitement, as no less than 90 sails were torn or destroyed — including two headsails from Jake Wood's Marina del Rey-based Mull 84 *Sorcery*. And it blew even harder for the race, as *Sorcery* clocked 34 knots.

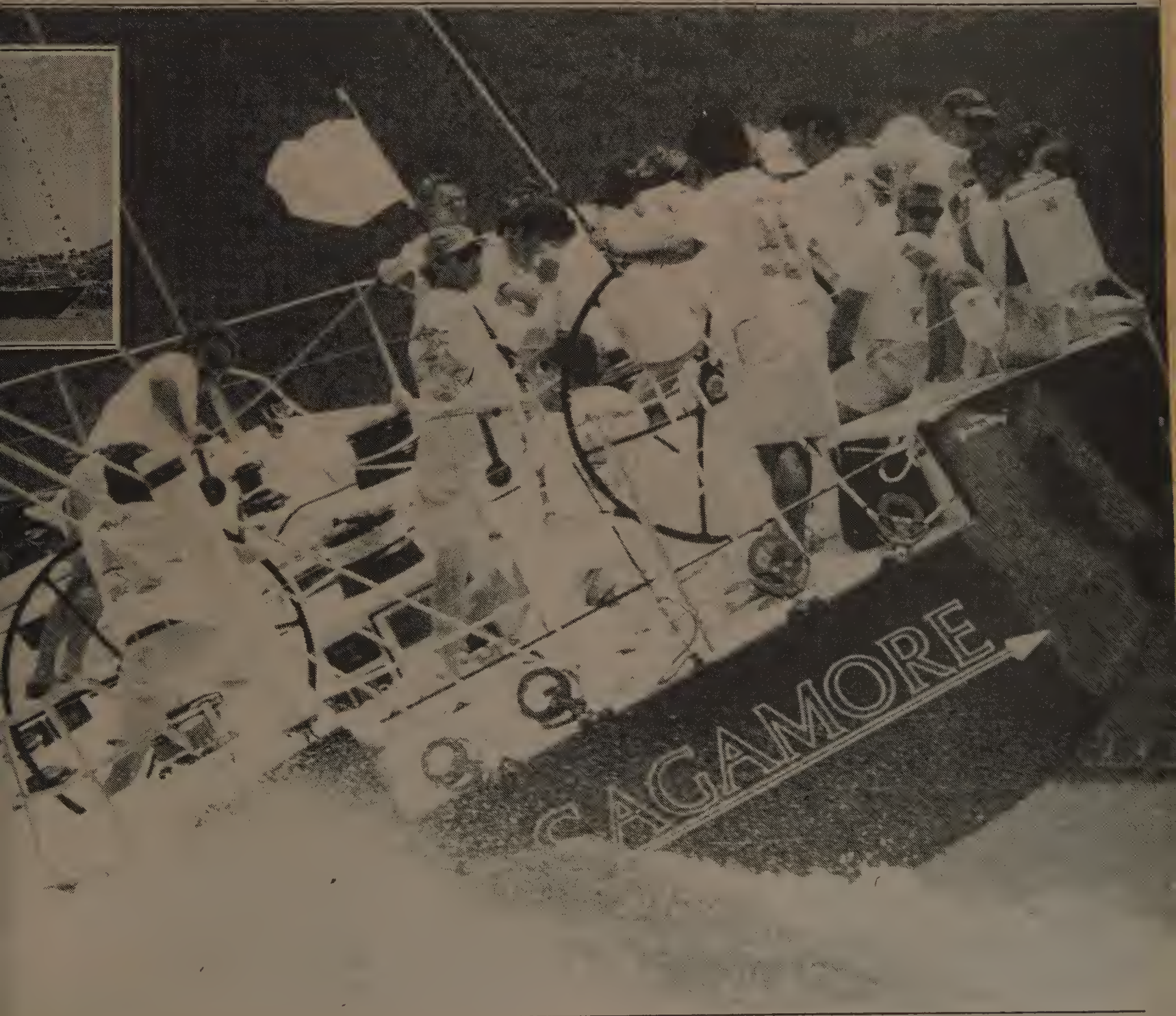
Before the start of the third race, the fleet was warned that there was likely to be 30 knots of wind and 12-foot seas when they emerged from the protection of the island's lee. A couple of the small boats, happy their



Above; "It's three in the morning, don't people ever go to bed?" Below; James Dolan's 79-ft 'Sagamore'. Inset; Dolan's astonishing six-boat floating complex.

rudders had broken, didn't even start. But it turned out to be not so bad: 25 knot winds and four foot seas. Despite these comparatively benign conditions, the Taylor 41 *Sheerness*, an excellent racer, broke her rig in three places just a half mile from the finish. It's remarkable that hers was the only rig to tumble in the windy series.

Although Jol Byerly and his crew of G-string attired women aboard *Hightide* didn't drop their rig, mast problems knocked put them on the sidelines after the first race. It was a pity, as it was the first time in 29 illustrious years that the West Indies hand hadn't been around for the finish.

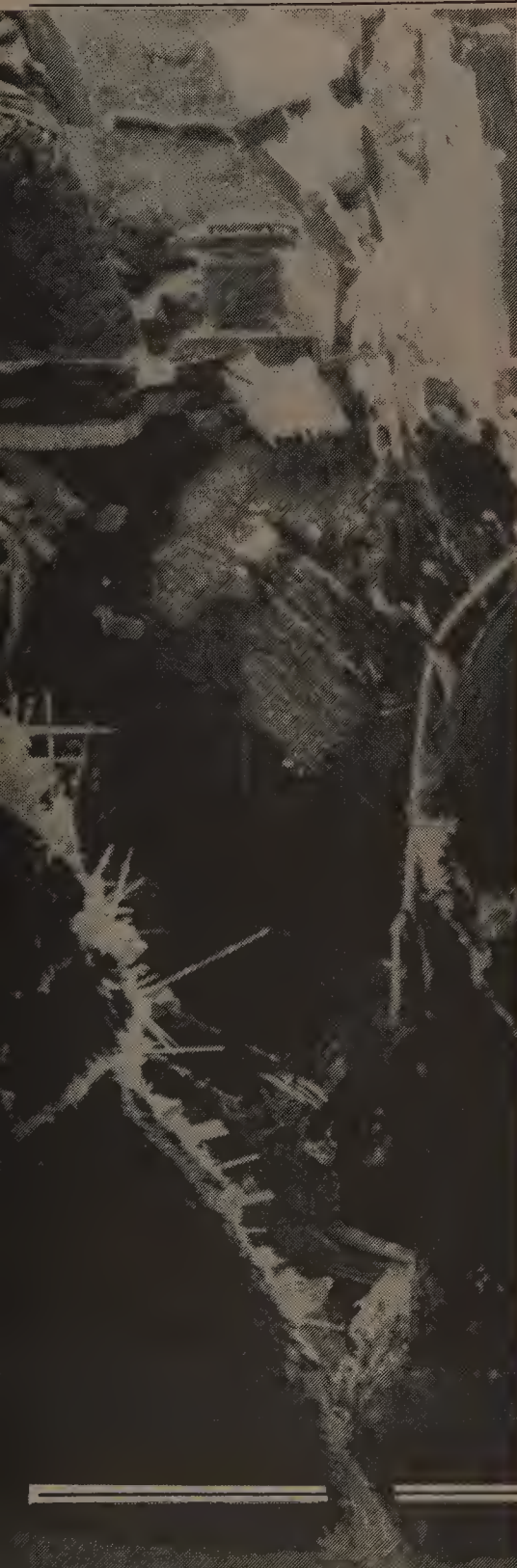


ANTIGUA SAILING WEEK —

The wind blew in the low 20s for most of the last two races, making it the most consistently windy Antigua Sailing Week in memory. It made for spectacular sailing and endless excitement. And for once the moderate displacement boats — such as the Swans — got the conditions they really liked.

As for the vibes between the wealthy white and mostly poor blacks, they seemed much improved — although not perfect. This

The worst collision of the week was when 'Donnybrook' was cleaved open by the rampaging 'Creightons'.



was something of a surprise, given the unbelievably rude, patronizing, and outright insulting comments voiced by a number of otherwise intelligent young Brits. It's a marvel some of them didn't have their noses crumpled.

For the most part, the problems between the hard-core racers and the casual cruiser/racers were solved by having two relatively separate courses for each group. That didn't, however, solve the serious problem of collisions within the different groups.

During the second race, for example, the Ocean 80 *Creightons Naturally* drove into the cockpit of the Santa Cruz 70 *Donnybrook* at hull speed — even though the smaller boat had right of way. It was a miracle that nobody was killed and that the black sled was able to make it to the boatyard before she sank. She's very likely a total loss, however.

In a third race starting line altercation between another moderate displacement behemoth and an ultralight, the 84-ft *Sorcery* put a small hole in the Andrews 70 *Trader* near the latter's starboard runner. "It was our fault," admitted one of the *Sorcery* crew, "but only *Trader* could have prevented the collision." The problem was that the two boats had run out of room on the starting line — even though the race committee boat, the 70-ft catamaran *Akka*, had abandoned her station and was motoring away as fast as possible!

Indeed, West Coasters had a pretty dismal record when it came to collisions. Dale and Luisa Williams of the St. Francis YC celebrated their 25th wedding anniversary by chartering a Centurion 49 bareboat with friends. While sailing on port tack, however, they punched "an enormous hole" in a starboard tacking bareboat. The charter company promptly gave them a replacement boat — but kept their \$5,000 damage deposit and prohibited them from further racing.

Mike Condon, who races the Bay with his Express 34 *Endurance*, chartered a Centurion 45 bareboat with friends. While attempting an aggressive start, they also hit a starboard tack boat, although with only minor damage. Condon was one of several skippers who learned the hard way that bareboats aren't nearly as nimble as their personal boats back home.

After escaping countless close calls during the week, we aboard *Big O* were about a half mile from the finish of the last race when we

hailed starboard to a Centurion 45 bareboat. Then we screamed it at the top of our lungs because the bastards weren't bearing off anywhere near fast enough to miss us. Ultimately, a collision was avoided, but by literally inches. We soon discovered that the skipper wasn't an SOB, but Bartz Schneider, who races the Bay with his Express 34 *Expeditious*. An apologetic Schneider later told us that a running backstay on the unfamiliar boat had somehow gotten caught in a cockpit cushion, preventing them from falling off.



A HOWLING SUCCESS

But it wasn't like we could crow about being the only West Coast boat not to hit — or damn near hit — another boat. Thinking ourselves late for howling race two, we swooped down on the starting line at hull speed and missed a much smaller French boat by less than a foot. After roundly cursing the "incompetent frogs" for being in our way, we nonetheless recovered to make a brilliant start just seconds before the gun sounded. Or so we thought. When we looked around, nobody else in our class had started. Damn, there were still five minutes to go!



Left; After your 20th BBQ'd chicken leg, boat food tasted better than ever. Molly and Tania line up at the buffet. Below; strong winds all week resulted in terrific sailing.

After the race, the three Frenchman accepted a bottle of rum and our apologies, and insisted it was no big deal that we'd almost killed them.

There were so many collisions — something like 15 — among the 54 bareboats that most of the charter companies are reevaluating whether they'll let their boats enter future Sailing Weeks, and if so, under what conditions.

This was a banner year for women in terms of numbers, as there were many more than at previous Sailing Weeks. And they came from all over the place: from Sweden to Panama, from South Africa to California. Some came with their boyfriends or



A HOWLING SUCCESS

husbands, but many were unattached.

Since many of the hot — and not-so-hot — racing boats continue to view most women as a liability, and because we on *Big O* maintain an 'everybody is welcome' policy, we'd usually sailed with about 20 women and about 14 guys. This seemed like a perfect ratio — at least to the guys.

To the surprise of most, Antigua's nautical infrastructure appeared to be in better shape than ever, hurricane *Luis* notwithstanding. For one thing, Carlo Falcone had completed his marina complex in front of the Antigua YC at Falmouth Harbor — and had done so in spectacular fashion. Not only is the architecture in keeping with the island style, and the marina home to some of the most magnificent yachts in the world, but the complex offers abundant dinghy docking and other facilities for non-paying anchor-outs. Well done!

Because Antigua is Antigua, and because the West Indies handicap system has quite a few kinks, the only people who really cared about the results were in the racing divisions. The revitalized Farr 73 *Maximizer* took the

11-boat Big Boat division, with *Sorcery* second despite having been tossed from one race for striking *Trader*. Racing II was the tightest division, where the three-year-old N/M 49 *Infinity* edged the two-year-old N/M 46 *Titan*, which nipped the one-year-old Farr 39 *Fatal Attraction*. In Racing III, a couple of oldies walloped the new sportboats, as the *Bruggaddung*, a 1983 Beneteau First 34, and *Lost Horizon II*, a 1979 Olson 30, took top honors.

Racing/Cruising I went to the Swan 65 ketch *Alitea*, which was going nowhere fast until Dee Smith of Incline Village stepped aboard. Racing/Cruising II was claimed by *Aera* and *Milanto*, a couple of Swan 46s, while the 29-year-old Cal 40 *Huey Too* beat 18 other boats to take third. The first two places in Racing/Cruising No Spinnaker went to James Dolan's S&S 73 *Encore*, and the Swan 57 *Bravo*, also from Dolan's stable.

The spanking new hi-tech Farr 73 *Far Cape* somewhat embarrassed herself by beating up 18-year-old Bowman 66 *Dione*, 40-year-old Hinckley 73 *Windigo*, and 23-year-old Swan 44 *Swany*, to take honors in

the otherwise hard-fought Cruising Division. Despite sailing on a 25-year-old boat with old headsails and no coffee-grinders, and despite raging far into the nights, the crew of *Big O* sailed her to 6th in the 48-boat Cruising fleet — far better than anyone had hoped for.

We can't speak for everyone, but we think this year's Sailing Week was the best ever. From day one, the atmosphere was just right, what with most of the magnificent yachts from the Classic Regatta still on hand. And when we first dropped the hook, it was between three legends: *Ticonderoga*, *Kialoa III*, and the original *Windward Passage*. You can't ask much more than that. Nonetheless you got it early in the third race, as spread out on the leeward side of Antigua were 215 big boats, many with their chutes up, representing 15 countries. It just doesn't get much better than that.

The way we figure it, if we work 80 hours a week until the end of next April, another Sailing Week will be just what we need to put our life back in order. We're confident it's just what you need, too.

— latitude 38

Berkeley Marina

"Gateway to the Golden Gate"

"I WANT TO
SAIL NOW..."

You can when you berth
at Berkeley Marina

Come Visit Us!

- Guest Berthing
- 3 Great Restaurants
- Choice Berths Available
- Sport Fishing Charters
- Chandlery & Yacht Club
- Fuel Dock & Boatyard
 - Bait Shop & Deli
 - Easy I-80 Access
- Beautiful Park Setting

Berkeley Marina

201 University Ave., Berkeley, CA 94710

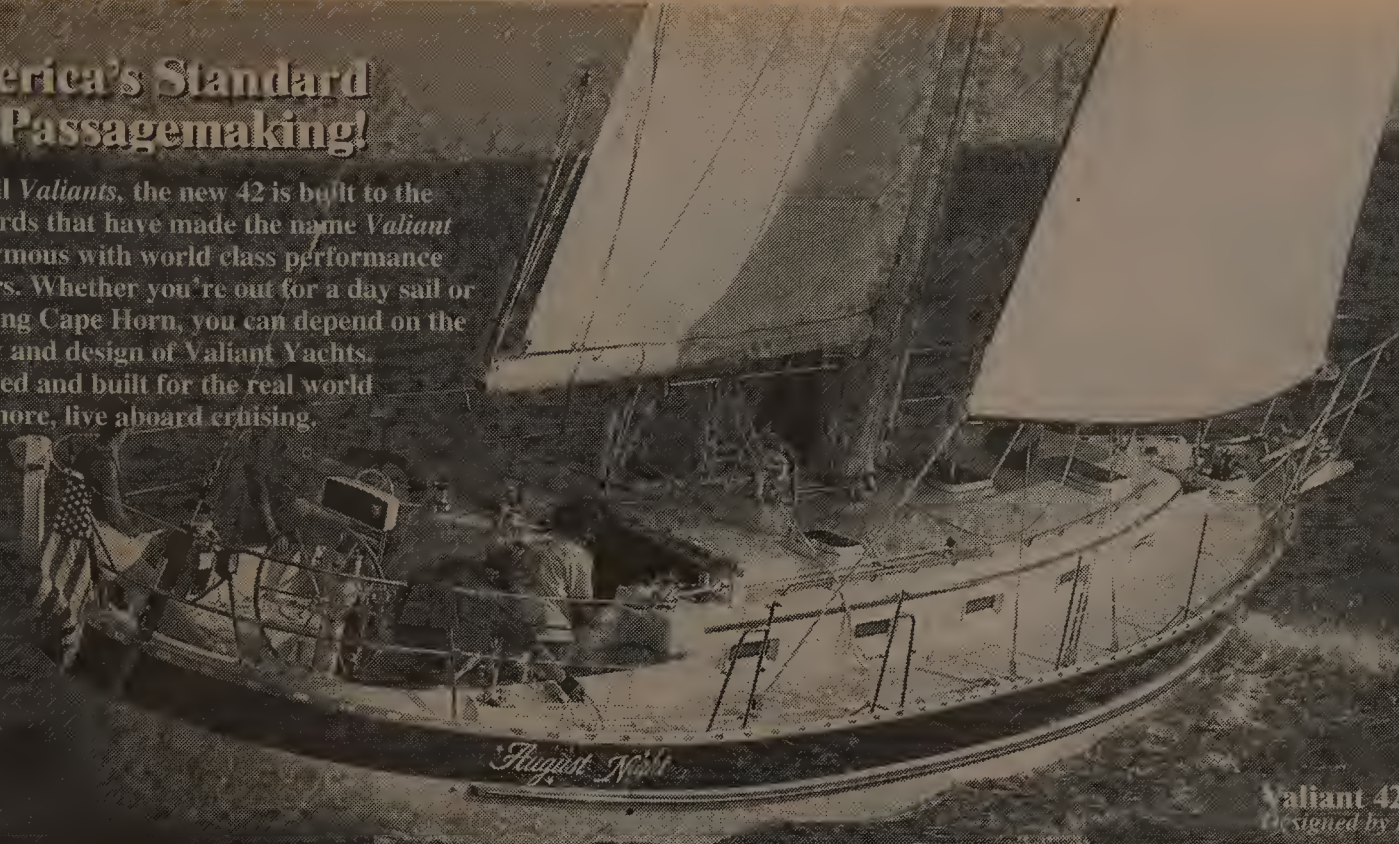
(510) 644-6376



Plan an overnight or club cruise at our facility.

America's Standard for Passagemaking!

Like all *Valiants*, the new 42 is built to the standards that have made the name *Valiant* synonymous with world class performance cruisers. Whether you're out for a day sail or rounding Cape Horn, you can depend on the quality and design of Valiant Yachts. Designed and built for the real world of offshore, live aboard cruising.



Valiant 42
Designed by Robert Perry

Valiant® Yachts

Cedar Mills Marina, Lake Texoma
Rt. 1 Box 37, Gordonville, Texas 76245
903-523-4899 Fax 903-523-4077



Valiant 39



Valiant 42

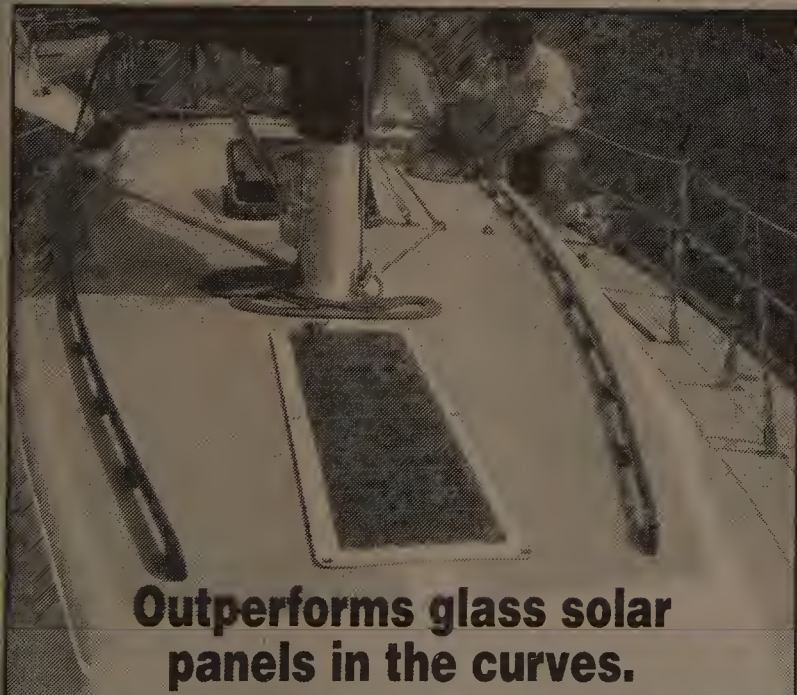


Valiant 42RS



Valiant 50

West Coast Dealer:
**Meridian
Yacht Sales**
Alameda, California
510-521-1246



Outperforms glass solar panels in the curves.

Flexible. Lightweight.
Unbreakable. The
UNI-SOLAR battery charger
gives you advantages no glass
panel can match. It installs in
minutes, mounts anywhere and
stows away when not in use.
Available at West Marine,
Boat/U.S., Boater's World
and other marine dealers.



UNI-SOLAR®

United Solar Systems Corp.
5278 Eastgate Mall • San Diego, CA 92121 • (800) 397-2083



BRISBANE MARINA WITH EASY ACCESS TO SAN FRANCISCO BAY

- ★ Deep well marked entrance
- ★ Private restroom & showers
- ★ All concrete construction
- ★ 24 hour security



PROTECTED WATERS
COME IN AND INSPECT OUR
MODERN FACILITIES.
SLIPS ARE AVAILABLE TO 66FT.
FOR MORE INFORMATION CALL
OUR HARBORMASTER'S OFFICE
AT (415) 583-6975

LOCATED AT SIERRA POINT



From No. or So.
on Hwy 101 take the Sierra Pt.
Pkwy Marina Blvd. exit.

THE NINTH BIENNIAL

What does West Marine's stock price and this month's Pacific Cup have in common? Both are doing famously, thank you — in fact, each is hovering in the high 60s now! As we write this, a record-breaking 68-boat fleet is gathering in the Bay Area for the upcoming ninth biennial "Fun Race to Hawaii," up from the previous sell-out crowd of 59 in 1994. The turnout is almost as gratifying as the run-up in West Marine's stock, which has zoomed four-fold from its IPO price in the mid-teens two years ago to — eerie coincidence here — the 65-70 neighborhood as of this writing. Wish we'd bought some, but that's another story.

Anyway, this year's fleet is as eclectic as it is big. Ranging in size from 24 to 70 feet, the boats will start from St. Francis YC over a four-day period, July 8-11. Theoretically, the fleet will begin finishing at Oahu's Kaneohe Bay — some 2,070 delightful downwind miles from the Gate — beginning on or about July 20 or 21. Post-race activities at the friendly Kaneohe YC run from July 22-26 — with any wind, everyone should be there to enjoy all the festivities. "We're grateful to Kaneohe YC for accommodating all of us," noted Pacific Cup YC staff commodore Jim Quanci. "For awhile there, it looked like we were going to have to turn away the boats on our waiting list."

Spirits are high among the racers, many of whom will have assembled at Alameda's Marina Village by the time this issue hits the streets. The *bon voyage* parties will be in full swing the first week of July, culminating in the 'official' gala send-off at Corinthian YC on July 6. Once the fleet has sailed away, you can get daily updates by surfing the internet to <http://worldvoyager.com/races>. If you're computer illiterate like us, just drop by any West Marine store to read the daily race reports.

In the meantime, we offer the following quick and dirty look at this year's fleet. We even took a hasty stab at some *Quick Picks*, knowing full well we'd never top last time's uncanny accuracy. With our usual disclaimer about not believing everything you read, here goes:

* **Most comfortable** — *Moonshadow*, a Deerfoot 62, has a microwave, VCR, water-maker and basically all the other comforts of home. It had better, as owner George Backhus is using the Pac Cup to kick off his circumnavigation! *Seeker*, a Tatoosh 51, looks pretty comfy, too.

* **Seattle boats** — This year, 12 boats from the Northwest opted for the "Fun Race to Hawaii" over the longer, colder Vic-Maui Race. Most are more cruising than racing-



oriented. *Fast Company*, a Pyramid 45, should be one of the Washington standouts — owner Dan Symonds won his class in 1992 with a C&C 39.

* **Oregon boats** — The Smith 42 *Magic Carpet*, the Soverel 33 *Sting* and the Wylie 70 *Rage* are returning Pac Cup veterans, and all have earned pickle dishes before. However, *Magic Carpet* is under new manage-

ment (can the boat remember the way to Hawaii?), and *Sting* is a kinder, gentler program than last time. *Rage*, meanwhile, is ready to rumble — and is our pick for top Oregon boat. *Namaste*, the only ketch in the race, rounds out the Oregon contingent.

* **Hawaiian boats** — Just two this time: Gib Black's short-rigged X-119 *Perestroika* and Al Thoma's doublehanded Olson 30 *Oa*

'FUN RACE TO HAWAII'



Sweet dreams are made of this — '94 Pacific Cup memories. All photos 'Latitude' archives.

Oa. Thoma has done the most Pacific crossings of anyone in this year's fleet — okay, he's a captain with Matson Lines. Rumor has it Gib already has a bet going with Steen Moller, who owns the near-

sistership X-Dream.

* SoCal boats — Six boats are entered from the windless end of the state, including the Frers 64 Volcano out of Orange Coast College.

* Fast women — There aren't any all-woman efforts this year, but there are certainly lots of fully integrated crews. Hey, this is the Pacific Cup, not the TransPac!

Notable fast females include Nancy Rander (Rage), Liz Baylis and '94 overall winner, Melinda Erkelens (both on *Recidivist*), the ubiquitous Barbara Marrett (Volcano), and Sally Lindsay (*Illusion*).

* Best chow — Hard to pick a clear-cut winner here, but late entry *Tacony Palmyra*, a luxurious Swan 47, has to be in the running for gastronomic honors. Boatowner

'FUN RACE TO HAWAII'

John Duler, who moved here from France two years ago, has invited two other Frenchmen, one of whom is the designated cook, to fly over for the race. "French cuisine on an ocean race — what a concept!" marvels TP strategist Paul Kamen. "Apparently we're in for a real 'Cholesterol Cruise'."

* **Oldest boat** — Peter English's lovely varnished Kettenberg 38 *Chorus* was designed in 1945 and built in 1958. With Sausalito childhood buddy Bill Riley standing the opposite watch from English, *Chorus* is sure to be well sailed. The boat can smoke in 'waterline conditions', and should do well if it is moderately breezy.

QUICK PICKS

DIV. A — *Chorus*: long and lean, veteran crew. Our crystal ball sees *Juggernaut* second, but goes fuzzy after that, even after pounding it on the desk.

DIV. B — The most mysterious class. Look for *Springbok* (the Paxton factor) and veteran *Gypsy Warrior* to be up there. *Grey Ghost* could be a player, too.

DIV. C — *Stop Making Sense* will win if they can keep Cliff awake most of the race. *Miramar* (long waterline) and *Perestroika* should be factors, too.

DIV. D — *Recidivist* (fast, new, and Carlos knows the way) over *JackRabbit*. If it's 'reachy', the pinocchio boats — *Gai-Jin* and *Break N'Wind* — will be threats.

DIV. E — *Rollercoaster*: what the Heck. *Octavia* should be a close second. Both have deep Santa Cruz crews (read: good drivers). *Rage* could finish well, too — but may have too much rating to overcome.

DH-I — *Illusion*: tried and true. *Mustang Sally* will be second (and first in non-spinnaker); one of the 'Moore-ons', or maybe *Wildflower*, should be next.

DH-II — *Punk Dolphin* is the right boat, and *Bird* is solid. *Sting* will be waiting if the 'Squallbusters' take a wrong turn. *True Blue* could pop up in the money if the Parks can tame the beast.

FIRST TO FINISH — *Rage*: bet the ranch.

FIRST OVERALL — *Illusion*: when it comes to TransPacs, Stan's the Man.

* **Newest boat** — *Recidivist*, Colin Case's squeaky new Schumacher 39, wins this honor — the boat was launched in New Zealand in March, 1996. *Recidivist*, like rival *JackRabbit* and *X-Dream*, is using the Pac Cup as a fast delivery to the Kenwood Cup. *X-Dream* will be chartered to a Japanese group.

* **Smallest boat** — This distinction is shared by a pair of doublehanded Santa



The venerable Cal 40 *'Illusion'*, sailed by Sally Lindsay and Stan Honey (inset), is our pick to win overall. May the force be with you!

Cruz-based Moore 24s, the aptly-named *Minnow* and *Kangaroo Court*. These are the ultimate budget ocean boats, not for the faint-hearted or the claustrophobic.

* **Slowest boat** — This distinction, on paper at least, goes to the Islander 28 *Empress of Blandings*. Rating 233 under the Pacific Cup Rule (a downwind-oriented version of PHRF), this boat is spotted 6 days, 23 hours and 54 minutes by *Rage*! Could the *Empress* be this year's darkhorse?

* **Fastest/biggest boat** — Obviously, the Wylie 70 *Rage*. Owner Steve Rander just warmed up for the race by lowering the Catalina Race course record (see *Sightings*), and is hoping to break his own Pac Cup record of 8 days, 7 hours, 13 minutes, set in 1994. "It's completely possible to do this race in 6½ days," muses Rander.

* **Most work-oriented** — West Marine's shop boat, the SC 40 *ProMotion*, is once again staffed entirely by West Marine 'associates', some coming all the way from the East Coast. In charge of this year's field trip is Chris Loder, who works in Watsonville

in the Merchandising Department. As in years past, a different group of West Mariners will sail the boat home to her slip in Santa Cruz.

* **Most work** — Rod and Malcolm Park will have their hands full sailing the spartan BOC 50 *True Blue*, especially when the jibing starts on the bottom half of the course. "If David Adams could sail this boat alone around the world, we should be able to doublehand it to Hawaii," figures Malcolm. These guys are definite contenders in the 'best war stories' category.

* **Most Pacific Cups** — *Magic Carpet* and *ProMotion* are back for the fifth time, tying the Farr 36 *Petard*'s record. This will be the third Pac Cup for *Oaxaca* and *Sting*, while nine other boats are returning for the second time. Individually, John Clauser (*Bodacious*) is the senior statesman of this year's race — this will be his sixth Pac Cup! Going for the fifth time are Bobbi Tosse (*Bodacious*), Steve Rander (*Rage*), Paul Kamen (*TP*) and Jim Quanci (*Miramar*). Wow, that represents a lot of miles!

* **Most represented yacht club** — Berkeley YC has four boats entered — *Trial Run*, *Bodacious*, *Doctor Who* and *Lost in Space* —

'96 West Marine Pacific Cup Entries

<u>Yacht</u>	<u>Type</u>	<u>Owner</u>	<u>PCR</u>	<u>Homeport</u>
DIVISION A (starts Monday, July 8 at 11:10)				
<i>Empress of Blandings</i>	Islander 28	Erich Ringewald	232	Sausalito, CA
<i>No Drama</i>	Yamaha 29	Colin Taylor	220	Seattle, WA
<i>Windchime</i>	Crealock 34	J. & L. Rodeheaver	206	Olympia, WA
<i>Fancy Free II</i>	Crealock 34	John Charlton	206	Oceanside, CA
<i>Thunder</i>	Valiant 32	Ralph Harding	200	Pt. Richmond, CA
<i>Chorus</i>	Kettenburg 38	Peter English	181	San Rafael, CA
<i>Andante</i>	Island Packet	Dave Jones	176	San Jose, CA
<i>Juggernaut</i>	Islander 36	Bill Parks	170	Castro Valley, CA
<i>Sonata</i>	Morgan 38	Neal Berger	165	Fair Oaks, CA
<i>Raindrop</i>	Esprit 37	Michael Prosser	165	Sausalito, CA
<i>Quixote</i>	Hunter Legend 35.5	Chuck Farrell	165	Sacramento, CA
DIVISION B (starts Tuesday, July 9 at 12:20)				
<i>Halcyon</i>	Tartan 37	Dan Willsie	156	Vashon, WA
<i>Lands' End</i>	Passport 40	Tom Owens	154	Orcas, WA
<i>Altura</i>	Seafarer 45	Paul Roesler	154	San Francisco, CA
<i>Gypsy Warrior</i>	Freya 39	Rick Glo	152	Sebastopol, CA
<i>Trial Run</i>	Passport 40	Jack Bieda	151	Emeryville, CA
<i>Hooligan</i>	Carter 37-T	Tom Saul	143	Federal Way, WA
<i>Springbok</i>	Hylas 42	Martin Brauns	125	Los Altos Hills, CA
<i>Grey Ghost</i>	Custom 38	Doug Grant	125	Alameda, CA
<i>Tranquillo</i>	Jeanneau 45	Harvey Rifkin	118	San Francisco, CA
<i>Two Old Goats</i>	Choate 41	Joseph Groshong	114	Vancouver, WA
<i>Seeker</i>	Tatoosh 51	Norio Suganc	112	Portola Valley, CA
DIVISION C (starts Wednesday, July 10 at 13:40)				
<i>Tacony Palmyra</i>	Swan 47	John Duler	107	Mill Valley, CA
<i>Nightmare</i>	Wilderness 30	Marty Grealish	105	San Carlos, CA
<i>Miramar</i>	Frers 41	D. & S. Robbins	103	Sausalito, CA
<i>Speedy Gonzalez</i>	Olson 30	Juan Tellez	102	San Francisco, CA
<i>Magic Carpet</i>	Smith 42	Mark McPherson	101	Beaverton, OR
<i>Stop Making Sense</i>	Soverel 33	Dean Briggs	99	San Ramon, CA
<i>Puff</i>	J/105	Saburo Oniki	97	Mamaroneck, NY
<i>Le Reve</i>	Swan 46	Emmett Gantz	96	Studio City, CA
<i>Bodacious</i>	Farr 40	John Clauser	89	Walnut Creek, CA
<i>Perestroika</i>	X-119 SM	Gib Black	85	Honolulu, HI
<i>X-Dream</i>	X-119	Steen Moller	79	San Anselmo, CA
DIVISION D (starts Wednesday, July 10 at 14:00)				
<i>Gandy Dancer</i>	SC 40	Bill Riess	62	Alameda, CA
<i>ProMotion</i>	SC 40	Dave Johnson	55	Watsonville, CA
<i>Recidivist</i>	Schumacher 39	Colin Case	51	San Francisco, CA
<i>Volcano</i>	Frers 64	Kim Miller	44	Newport Beach, CA
<i>Fast Company</i>	Pyramid 45	Dan Symonds	44	Seattle, WA
<i>Gai-Jin</i>	J/130	Robert Shaw	40	Tiburon, CA
<i>JackRabbit</i>	N/M 39	David Liggett	38	Saratoga, CA
<i>Break 'N Wind</i>	J/130	John Moore	37	Alameda, CA
<i>Moonshadow</i>	Deerfoot 2-62	George Backhus	35	Sausalito, CA
<i>Redhead</i>	Soverel 50	Stephanie Hathaway	31	Bellevue, WA
DIVISION E (starts Thursday, July 11 at 14:55)				
<i>Dolphin Dance</i>	SC 50	David Sallows	12	Santa Clara, CA
<i>Octavia</i>	SC 50	Shepard Kett	12	Watsonville, CA
<i>Rollercoaster</i>	SC 50	Ken Burnap	12	Watsonville, CA
<i>Oaxaca</i>	SC 50	Patti & Dick Cranor	12	Hayward, CA
<i>Incantation</i>	SC 50	David Ratner	0	Vancouver, BC
<i>Rage</i>	Wylie 70	Steve Rander	-60	Portland, OR
DOUBLEHANDED I (starts Monday, July 8 at 11:20)				
<i>Wildflower</i>	Wylie Cust. 27	S. Allan/R. Fletcher	210	Capitola, CA
<i>Namaste</i>	Triton 36	Larry & Brenda Sperry	193	Beaverton, OR
<i>Lost in Space</i>	Merit 25	F. Ross/B. Battuello	192	Berkeley, CA
<i>Doctor Who</i>	Merit 25	J. Drewery/C. Ross	192	Mountain View, CA
<i>Arturo the Aqua Boy</i>	S2 7.9	S. Wynn/E. Hauge	167	Seattle, WA
<i>Minnow</i>	Moore 24	Dan & Lisa Nitake	164	Santa Cruz, CA
<i>Kangaroo Court</i>	Moore 24	D. Easter/P. Carrick	164	Santa Cruz, CA
<i>Mustang Sally</i>	Wylie Cat 30	B. Siegel/W. Tompkins	163	San Jose, CA
<i>Illusion</i>	Cal 40	S. Lindsay/S. Honey	150	Palo Alto, CA
<i>Frankie L</i>	Stamas 44	L. Tomlinson/P. Nelson	142	Seattle, WA
<i>Moretoise</i>	Pearson 40	D. Rong/J. Vetter	138	Elk Grove, CA
DOUBLEHANDED II (starts Wednesday, July 10 at 13:50)				
<i>Lobo</i>	J/33	J. Magri/B. Bradfute	104	Los Gatos, CA
<i>Oa Oa</i>	Olson 30	A. Thoma & J. Parry	102	Makawao, HI
<i>Howling</i>	Olson 30	S. Secor/G. Alman	102	Escondido, CA
<i>Sting</i>	Soverel 33	R. & B. Huseby	99	Vancouver, WA
<i>Punk Dolphin</i>	Wylie 37	J. Livingston/T. Knowles	99	Pt. Richmond, CA
<i>Meltemi of Melbourne</i>	Carina 44	Ian Reichelt/M. Bengert	94	Melbourne, Australia
<i>Starlight Express</i>	J/130	D. McIvor/R. Kling	49	Laguna Hills, CA
<i>True Blue</i>	BOC 50	Rod & Malcolm Park	-54	Soquel, CA

as well as a half dozen clubmembers sailing on other boats. However, *Trial Run*, with two BYC staff commodores aboard — owner Jack Bieda and Diana Freeland — claims they aren't a serious effort ("We're struggling with the wine list").

* **Rockstars** — Some of the 'big names' this year include Stan Honey (*Illusion*), Pete Heck and Jack Halterman (*Rollercoaster*), Seadon Wijsen (*Break 'N Wind*), Jock MacLean (*Gai-Jin*), Jay Crum (*JackRabbit*), Keith Lorence (*Rage*), Robin Sodaro (*Oaxaca*), Cliff Stagg (*Stop Making Sense*), Skip Allan (*Wildflower*), Commodore Tompkins (*Mustang Sally*), Malcolm Parks (*True Blue*) and others. In the Pac Cup, no one will hold it against you if you're a 'rockstar' — in fact, no one really notices or cares.

* **Most romantic** — Last time, we ran a picture of *Sting* skipper Bill Huseby making out with crew Joe Groshong. Knowing that his sexual orientation was now suspect, Bill frantically took the only way out — he proposed to girlfriend Rebecca Hill on the radio in the middle of the race. Becky, who was sailing on *Magic Carpet*, accepted in front of several hundred listeners. This year, the now-married couple will sail *Sting* together in the clothing-optional, coed doublehanded division. Groshong, meanwhile, remains single — but at least is exhibiting nice family values.

* **Most family-oriented** — The crew of the Choate 41 *Two Old Goats*, which Joe Groshong bought last year, includes his mom and dad, 70 and 71 respectively, two sisters, one brother and one brother-in-law. Everyone will drive, even the old folks! The family sometimes refers to the upcoming race as the 'Geriatric Death Cruise', but Joe denies entering the race in order to collect his inheritance. Other boats displaying family values include the 100% father/son team of Rod and Malcolm Park (*True Blue*), and lots of doublehanded husband/wife and boyfriend/girlfriend teams.

* **Most together crew** — *Gandy Dancer*, which is under charter to Bill Riess and his loyal crew. This group has been racing Bill's Olson 25 *Vivace* almost every weekend for the last ten years!

* **Most pluck** — A 38-way tie between all the doublehanders. With 19 boats entered in two doublehanded divisions, this is the fastest-growing segment of the Pacific Cup.

* **Biggest controversy** — According to Pac Cup statisticians, 53.13% of the fleet opted for the 6-seconds-a-mile PHRF credit for discarding 150% jibs in favor of 125s. The difference — about four 'free' hours — will certainly be worth it if this is a normal race. While the PHRF committee and sailmakers

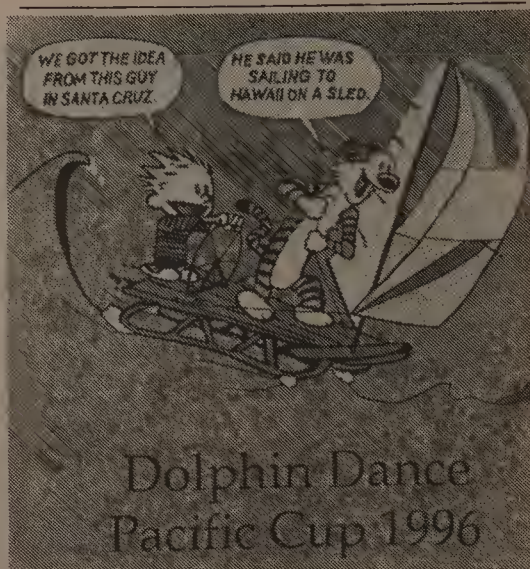
'FUN RACE TO HAWAII'

are laughing their way to the bank, many racers feel that PCYC should have plugged up this loophole by allowing only base ratings.

* **Oldest skipper** — Probably Ralph Harding, age 71, of the *Valiant 40 Thunder*. This is another family project: son Dave and daughter-in-law Terry are coming down from Alaska for the race, and wife Rose is going, too! Highest average age on board goes to the doublehanded *WylieCat 30 Mustang Sally* — 65 years old!

* **Youngest crew** — Unknown. "Definitely no one on *Bodacious*," noted John Clauser.

* **Sisterships** — Two *Crealock 34s* (look for *Fancy Free II* to beat *Windchime*), a pair of doublehanded *Merit 25s* (*Doctor Who* over *Lost in Space* in the battle of the Ross sisters); two *Moore 24s* (*Kangaroo Court* gets the nod); two *X-119s* (*Perestroika* over *X-Dream*, we think); two doublehanded *Olson 30s* (*Oa Oa*, simply because we like their name better); two crewed *J/130s* (*Gai-Jin* is lighter, has a deeper keel, and a deeper crew — but *Break'N Wind* is carrying 'regular' kites and will be able to run much deeper); two *SC 40s* (*Gandy Dancer* is better prepared) and five *SC 50s*. Look for *Rollercoaster* and *Octavia* to duke it out at the



Best crew shirts (so far): 'Dolphin Dance' is the early leader. This one could be hard to top!

front of this pack, with the nod going to the former.

* **Most foreign** — The majority of the fleet — 43 boats, to be exact — hails from Northern California. Meanwhile, coming halfway around the world to enter the race is *Meltemi of Melbourne*, a doublehanded entry from Australia. Also, the *J/105 Puff* is being

shipped out from New York, and will be sailed by a 100% Japanese crew.

* **Knock on wood** — *Chorus*, *Rage*, and *Magic Carpet*.

* **Pedal to the metal** — *Grey Ghost*, an aluminum *Zaal 38*, is the only metal boat this year. This could be one of the sleepers, too.

* **Weirdest/coolest name** — Our unbiased panel of experts chose *Arturo the Aqua Boy* in this category, mainly because we haven't a clue what it means. Runner-up is *Stop Making Sense*, named after the great Talking Heads album/movie.

* **Most fun** — No doubt about it, all 68 boats are winners in this category!

Latitude wishes everyone a safe and pleasurable sail. Remember to wear your safety harnesses at night, smear on lots of sunblock and take tons of pictures. We're sending our best reporter over to Kaneohe YC to cover the race — look for the tall guy with a notepad in one hand and a cocktail in the other. Unfortunately, due to the timing of the race, we'll only be able to offer an interim report next month. Look for the blow-by-blow narrative in the September issue.

— latitude 38/rkm

The most cost-efficient way to improve speed, safety and peace of mind...all at once!

Three Blade
V.P. or Classic

AUTOMATIC
FEATHERING
PROPELLERS

- Outstanding reverse!
- Almost no sailing drag!
- Unequaled Reliability!

MAX-PROP

Two Blade

Over 22,000
Max-Props
SOLD!



Call Toll Free (800) 523-7558

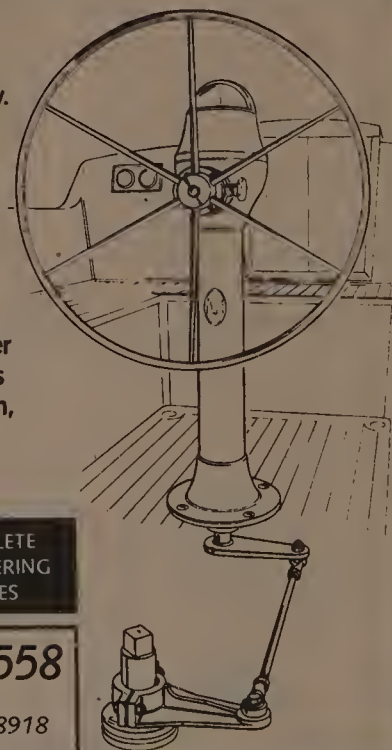
P.O. Box 536 • Edmonds, Washington 98020
Telephone: (206) 670-8915 • Fax: (206) 670-8918
E-mail: 75032.1023@compuserve.com

Whitlock

Cobra PROGRESSIVE POWER
"RACK & PINION" SYSTEM

- Tiller feel with a wheel!
- Minimum maintenance; no wire, no stretch no play.
- Preassembled...ease of installation!
- 2 1/2 inch below deck clearance is a real spacesaver!
- Whitlock systems are currently specified on over 480 production models worldwide including: Swan, Pacific Seacraft, Baltic, J-Boats, Caliber, Bristol Beneteau, ETC...

CONTACT PYI FOR A COMPLETE
CATALOG OF WHITLOCK STEERING
SYSTEMS AND ACCESSORIES



Dirty Fuel Tank?

TOLL FREE

(888) 999-5959



PetroClean
ADVANCED FLUID RECLAIMING SERVICES

The Marine Tank Cleaning Experts!!

Factory Certified Technicians • Licensed • Insured

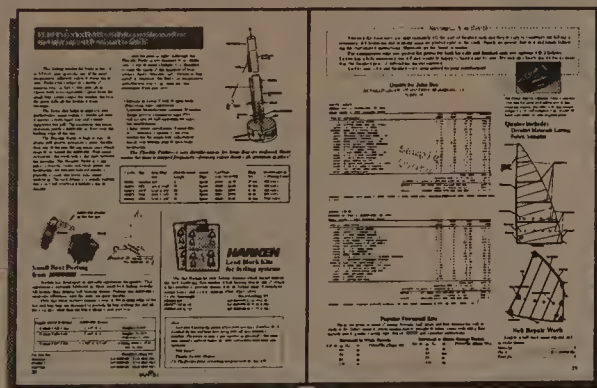
Do Your Own Sails & Canvas

NEW 1996 Sailrite Catalog

Hundreds of new products, helpful information, competitive prices.

Call now for your FREE copy

1-800-348-2769



Sails / Kits / Fabrics / Sailmaker's Hardware

Rigging Supplies / Tools / Instructions

Sewing Machines & Supplies....

Sailrite

305 W VanBuren St., Columbia City, IN 46725

Ph 219-244-6715 • Fax 219-244-4184 • Tollfree 800-348-2769

CANVAS

RIGGING

SAILS

HAULOUTS \$4/FT.

- Highly Skilled Workers
- Fiberglass Repair
- Blister Jobs
- Bottom Jobs
- 30 Ton Lift

Call for
a quote
today!



SERVICE

**Complete
Engine
Service**

For engine
service
you can trust.

- Repair • Repower • Sales • Service
- Parts • Rebuilt Engines • Generators



Ford

Perkins

**VOLVO
DIESELS**

Authorized Dealers

**BRITISH
MARINE**

#9 Embarcadero Cove
Oakland, CA 94606

(800) 400-2757

(510) 534-2757

Conveniently located on the Oakland Estuary - 2 blocks from West Marine

BRUT CUP '96 —

Hold the press, hold the phone, hell — hold everything! As we were going to the printer, we learned that reluctant rockstar Russell Coutts just won the Brut Cup of France. In the process, he scored the biggest paycheck in sailing history — a quarter million dollars! Okay, so it's a pittance compared to what professional athletes like Steve Young, Dennis Rodman, Barry Bonds or Mike Tyson make — but we're talking sailing here. And sure, after taxes, expenses, and presumably sharing some of the booty with his loyal crew — *Black Magic* veterans Brad Butterworth, Simon Daubney, and Warwick Fleury — Coutts won't exactly have enough to retire on, but it's sure a good start. A quarter million bucks for racing in just three regattas, all in the space of only six weeks — what a concept!

The stunning accomplishment vaults the quiet Kiwi, who has made San Francisco his home this last year, into 'Master of the Universe' territory. Arguably, he's already there, but Russell's previous accomplishments (winning the '95 America's Cup, a

his prime never made so much money so fast off the sport.

The 'victim' was the Brut Sailing Series, which offered the huge purse for the second year in a row to any sailor talented enough to win three of the five races on their circuit. Last year, Dutchman Roy Heiner made a run at the grand prize, winning two regattas but falling short of the big payoff. Frankly, the odds seemed remote that anyone could ever win it — let alone in three straight regattas! But, if anything, Brut is cashing in on Coutts' achievement with him — heck, they're only out of pocket a fraction of the quarter mil, having taken out an insurance policy with Lloyd's of London against such an unlikely possibility. Brut *wanted* someone to win, and is now rightfully basking in the publicity alongside Russell. (Meanwhile, that noise you just heard was some beancounter shooting himself!)

The only downside to Coutt's historic payday is that it renders the remaining two regattas on the '96 Brut Sailing Circuit — New York (August 27-September 1) and the Gold Cup of Bermuda (October 5-13) —



Russell Coutts — nice guys finish first. We're looking forward to reading his upcoming book about the America's Cup and other tales.

Finn Olympic gold medal in '84, back-to-back World Match racing titles in '92 and '93, and too many more honors to mention) never provided him with a paycheck anywhere near this magnitude. Coutts also won a "priceless" trophy — a gorgeous Fabergé egg containing an 18-karat gold model of a sailboat — and is on track to collect over \$50,000 more in bonuses by the end of the five-regatta series. Even Dennis Conner in



Morgan Larson — nice guys finish second, too. He's currently blasting around England on the Aussie 18 circuit.

rather anticlimactic. Coutts seems like an accommodating guy, but he just couldn't wait until Bermuda to make his move. "There are 250,000 good reasons to win in Sete (France)," he joked after winning the Brut Cup here last month. In France, as in San



Francisco, Coutts struggled in the middle of the regatta, only to romp in the finals. But we're getting ahead of the story.

Coutts was in peak form at this year's inaugural Brut Sailing Series, held in Lymington, England on May 13-18. Sailing 27½-foot Beneteau First Class 8s in moderate air, Russell sliced through the series 16-0, dispatching Chris Law easily in the finals. It was an impressive performance considering that Coutts had been away from match race competition since the America's Cup. He did, however, spend some long hours this spring sparring with Jeff Madrigali as part of Madro's match racing education for the upcoming Olympics.

That auspicious start in England set the stage for the second stop on the tour, the Brut Cup of San Francisco, hosted by St. Francis YC May 28 through June 2. If anything, this is one of the toughest venues on the circuit — it's windy, there's local

COUTTS HITS THE JACKPOT



Omega Achievement Award last year for his meteoric rise through the match racing ranks, claimed that the win fired up his young team — Kevin Hall, Robby Naismith, and Hogan Beatie — emotionally. "We figured we could be players in the regatta," said the 25-year-old Capitola native. After he dispatched Madro 3-0 and Ed Baird 3-0 to reach the finals, there was no doubt about it — Morgan was sailing one of the regattas of his life.

Meanwhile, Coutts was struggling in his effort to reach the finals. "My crew kept bailing me out," he acknowledged. He went 3-2 against Peter Gilmour in a match that frankly could have gone either way. Then, in an America's Cup rematch, Coutts won 3-2 over Paul Cayard, who ultimately ended up third in the regatta despite all the hoopla and distractions of announcing his America's Cup campaign during the Brut Cup proceedings.

The stage was set for a Coutts-Larson showdown — the grizzled 34-year-old pro at the top of his game against the up-and-coming rookie. With due respect to Morgan — a nice young man also destined for Master of the Universe status — he never really had a chance. Coutts put Larson away 3-0 in a textbook display of match racing, making it look downright easy. His record in winning the regatta was 14-6.

"Russell's the best in the world, and he's a great guy, too," said Morgan cheerfully. "We were just happy to be there. Our team wasn't marketing anything or trying to get to the America's Cup. We were there for the fun of it, and it was a thrill to do as well as we did."

Morgan's performance didn't go unnoticed, and we figure his phone is about to start ringing off the hook. "I've got my eye on you," hinted Cayard at the final press conference.

Next it was off to Sete, in the south of France, for the June 17-22 showdown. The field was even tougher than in San Francisco, featuring seven of the world's top ten match racers. Sailing in 25½-foot Beneteau Broussards, Coutts went 2-0 over Bertrand Pace in the quarter finals. In the semis,

Coutts (right) graciously hosed down the boat after the racing. Below, typically tight action.

ALL PHOTOS LATITUDE/ROB

knowledge involved, and the privately-owned J/105s used for the series are difficult to master overnight. "The kites on these boats are quite tricky," said Coutts. "We're not used to getting passed downwind."

To the chagrin of the J/105 owners, the San Francisco regatta opened with a bang — just like last year. Bart Hackworth speared *Wee Willie*, St. Francis' committee boat, in an ill-timed broach at the finish. Bart forfeited his \$2,000 damage deposit (up from \$500 after last year's debacle) and withdrew from the regatta rather than put up another deposit. Twenty-two year old Gavin Brady, winner of this year's Congressional Cup, got in so many crashes that the powers-that-be invited him to retire from the regatta before they could have 75'ed him on a misconduct charge. Gavin wisely complied, and suddenly there were only 14 competitors. The other racers, recognizing that Brady was

the regatta's designated scapegoat, backed off a notch.

The field was soon narrowed down to eight, with the only real upset being that highly-seeded veterans Thierry Peponnet and Chris Law were sent home early. Another surprise — a most pleasant one — was Morgan Larson's stellar performance. In the first day of racing, he ended Coutts' 16-0 Brut Cup winning streak with a wire-to-wire, 15-second victory. Larson, who won the



BRUT CUP '96

Russell was on the ropes — down 2-0 to Gilmour — before charging back with two wins as the wind start decreasing. The best-of-five series was called due to darkness, with the 'rubber match' to be sailed in morning. Coutts, who probably didn't sleep too well that night, put away Gilly in the lighter air.

Then, with "250,000 reasons" rumbling through his head, Coutts methodically defeated France's Marc Bouet, 3-1. Game, set, match! For the record, Coutts finished 13-6 in France, bringing his three-regatta total to 43-12. The more memorable number, of course, is the \$250,000 bonus for winning the Brut Cup Series grand prize. Not surprisingly, this third straight victory also elevated Coutts back to the top of the Omega World Match Racing rankings.

While it's great that Coutts — who seems intent on remaining humble and 'just one of the guys' — just cashed in the biggest paycheck in sailing, we're still trying to digest all that transpired in the last few weeks. Is it possible that this is the beginning of a new era of corporate sponsorship in sailing, one where professional sailors can finally make a decent living? Frankly, we're not holding our breath.



Coutts, a well-rounded guy, generally goes swimming after major regattas.

You can watch the various Brut Cups on ESPN in the not-so-distant future (check the *Latitude* calendar for dates and times). We'll also keep you posted on the rest of the Brut Cup this year, even if it's less than thrilling now that the suspense is gone. Maybe Brut should offer another incentive — say, a cool million — if anyone wins all five races in a row. Naaah, bad idea — the way he's sailing these days, that would be like giving Russell Coutts free money!

— *latitude/rkm*

BRUT CUP OF SF — 1) Russell Coutts (NZL), \$7,500; 2) Morgan Larson (USA), \$4,375; 3) Paul Cayard (USA), \$3,000; 4) Ed Baird (USA), \$2,625; 5) Jeff Madrigali (USA), \$2,250; 6) Peter Gilmour (AUS) \$2,000; 7) Peter Holmberg (ISV), \$1,750; 8) John Cutler (NZL), \$1,500; 9) (tie) Chris Law (GBR), Thierry Peponnet (FRA); 11) (tie) JJ Isler (USA), Chris Perkins (USA); 13) Sebastien Destremau (FRA); 14) (tie) Scott Sellers (USA), Bart Hackworth (USA), Gavin Brady (NZL). (16 entries)

BRUT CUP OF FRANCE — 1) Russell Coutts (NZL); 2) Marc Bouet (FRA); 3) Jesper Bank (DEN); 4) Peter Gilmour (AUS); 5) Ed Baird (USA); 6) Chris Law (BER); 7) Bertrand Pace (FRA); 8) Luc Pillot (FRA); 9) (tie) Thierry Peponnet (FRA), Magnus Holmberg (SWE), Markus Wieser (GER), Sebastien Destremau (FRA), Sten Mohr (DEN); 14) Paul Cayard (USA); 15) Pierre Mas (FRA); 16) Neville Wittey (AUS). (16 entries)

OMEGA RANKINGS — 1) Russell Coutts (NZL), 11887 points; 2) Ed Baird (USA), 11845; 3) Peter Gilmour (AUS), 11783; 4) Bertrand Pace (FRA), 11072; 5) Magnus Holmberg (SWE), 10425; 6) Jesper Bank (DEN), 10356; 7) Roy Heiner (NED), 10129; 8) Thierry Peponnet (FRA), 8871; 9) Rod Davis (AUS), 8853; 10) Markus Wieser (GER), 8553. (As of June 24)

HOOKS, SNAPS, AND OTHER WICHARD DESIGNS

Our marine hardware is known the world over for superior quality, strength, and design... designs so unique that many are patented.

Forged in stainless steel, each piece is polished and passivated for a lifetime of service in the world's toughest environment — your sailboat.

Write or call for our 1996 catalog.



507 Hopmeadow Street • Simsbury Connecticut 06070
860-658-2201 • Fax 860-651-8406

Products in this ad are covered by Wichard U.S. patent numbers 271,465, 273,273, 281,222.

Let the Spirit Move You!



Small boats Moss Landing • Keel boats Monterey

- ASA Advanced Coastal Cruising
Hold onto the shrouds of a 56' ketch, 5-day liveaboard, destination Big Sur or S.F.
- ASA Basic Keel to Bare Boat
- ASA Coastal Nav & Advanced Hands-on Nav
- US Sailing FJ youth & adult classes

CSUMB SAILING PROGRAM
(408) 582-3716 • FAX (408) 582-4023
email: boating@monterey.edu

WHAT IS IT ABOUT LIFE THAT INTERESTS YOU MOST?

- | | |
|--------------------------------------|--|
| <input type="checkbox"/> YOUR FAMILY | <input type="checkbox"/> YOUR CHILDREN'S EDUCATION |
| <input type="checkbox"/> YOUR HOME | <input type="checkbox"/> YOUR BUSINESS |
| <input type="checkbox"/> YOUR HEALTH | <input type="checkbox"/> YOUR FINANCIAL SECURITY |
| <input type="checkbox"/> YOUR CAR | <input type="checkbox"/> YOUR RETIREMENT |

The Prudential can help you protect those special interests. Call me. Let's take care of what's important to you.

David A. Tambellini
(800) 438-5247 • (415) 948-7491
FAX (415) 948-5510

Fax or clip and send this coupon to me at:
 2570 El Camino Real, Suite 400, Mt. View, CA 94040

Your Name _____
 Address _____
 City _____ State _____ Zip _____
 Phone (H) _____ (W) _____

Get a piece of The Rock.®

The Prudential 



PHOTO: DONALD HILBUN

BALLENGER **SPAR SYSTEMS, INC.**

Custom Racing and Cruising Spars

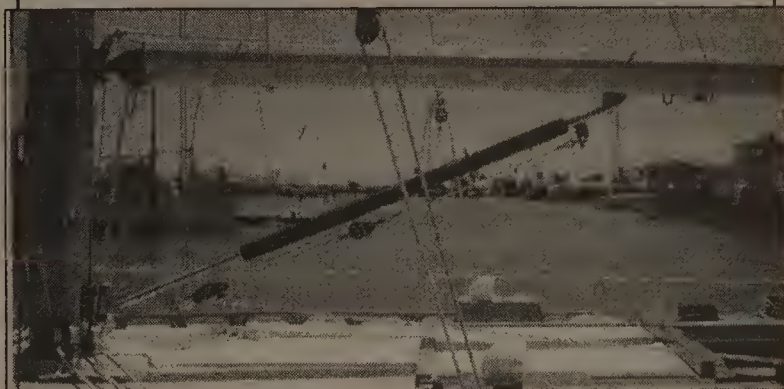
- Replacement spars
- Mast kits
- Navtec rod rigging
- Insurance work
- Mast parts: goosenecks, sheaves, spreaders, etc.
- Discounts on halyards, standing rigging, deck hardware, furlers, Navtec integral cylinders
- Bay Area pickup and delivery
- Fabrication
- Repair

**EXPERT DESIGN AND
 CONSULTATION SERVICES**

Ballenger Spar Systems, Inc.
 1053A 17th Ave.
 Santa Cruz, CA 95062
 (408) 462-2890
 Fax (408) 462-2124

*Over
 20 years
 experience*

"VICTORY VANG"



- Ocean crossing rigid vang
- Designed to outlast your boat
- Nothing but the best marine materials and American craftsmanship
- 316 SS, ends, del rin bearings, hard anodized aluminum body
- Lifetime warranty ~ 17-7 SS stress relieved spring cartridge (module)

IF ALL YOU WANT OUT THERE IS:

High Performance ★ Reliability ★ Simplicity
 Easy Maintenance ★ Greater Degree of Safety
 Maximum Control of Main Sail

THIS IS SOMETHING YOU SHOULD NO LONGER DO WITHOUT!

For a FREE brochure call
VICTORY INDUSTRIAL MARINE
1-800-500-1353

1469 Bellvue Ave., Suite 206 • Burlingame, CA 94010

SPINNAKER FLYING

After seeing the photo of Dick and B.J. Deaver 'spinnaker flying' together in the May issue, several readers have inquired how it's done. 'Very carefully' is the best two-word answer.

The best chute for spinnaker flying is a relatively heavy one — 1.5 oz is perfect. Don't use anything like a small 'chicken chute'. Since the sail is likely to be flogging around a lot, it makes sense to use an old one. The ideal boat size: 35 to 45 feet. Smaller boats will be too herky-jerky. And larger? Just make sure all your earthly affairs are in order before you try it on a maxi.

After you've selected the chute, attach a very long, slack 'kill line' from either clew — not both — to the bow of the boat. If all hell breaks loose,

tensioning this line will cause the chute to collapse and bring the rider back down to water level. The line must be long enough, however, so there won't be any tension during normal spinnaker flying.

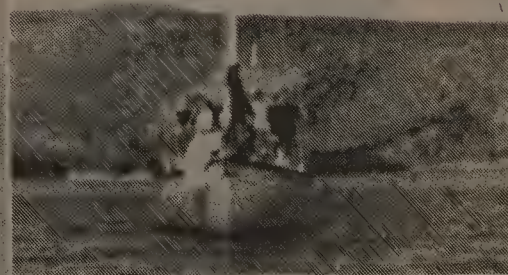
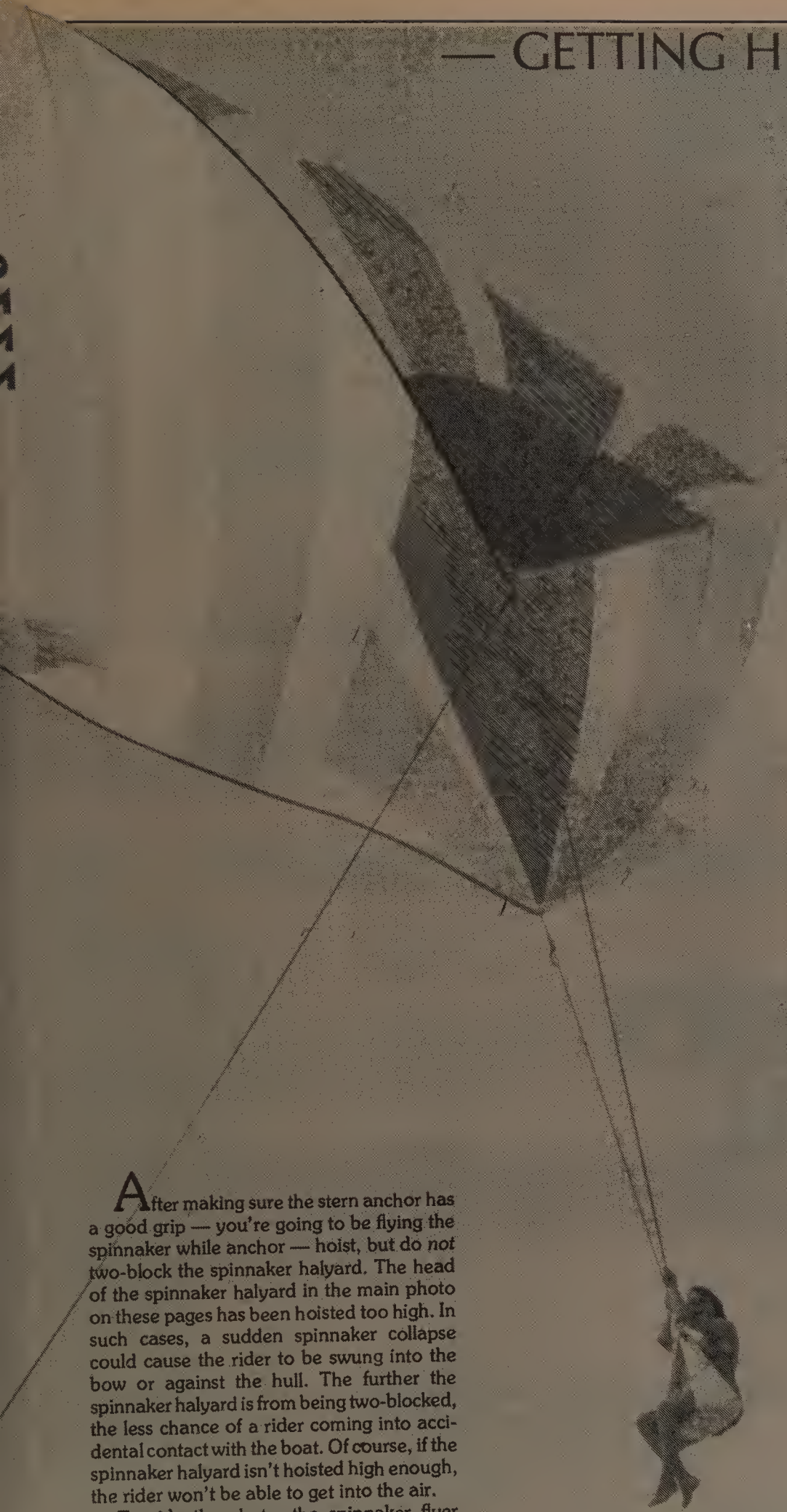
Next, run a relatively slack line — see the accompanying photograph — between the two clews. Attach the largest swivel block you have so it will run freely along this line, then attach the snap-



Above and spread, the basic setup includes kill line, control line, swivel block and bosun's chair. Sailing gloves are also a good idea.

shackle part of the swivel block to the bosun's chair. Secure the shackle so the chair won't pop loose when you're swinging 30 feet above the water.

— GETTING HIGH ON NATURE



Getting big air in Mexico!

After making sure the stern anchor has a good grip — you're going to be flying the spinnaker while anchor — hoist, but do not two-block the spinnaker halyard. The head of the spinnaker halyard in the main photo on these pages has been hoisted too high. In such cases, a sudden spinnaker collapse could cause the rider to be swung into the bow or against the hull. The further the spinnaker halyard is from being two-blocked, the less chance of a rider coming into accidental contact with the boat. Of course, if the spinnaker halyard isn't hoisted high enough, the rider won't be able to get into the air.

To ride the chute, the spinnaker flyer tensions up the kill line, causing the spinnaker to stream aft like a flag and the

bosun's chair to come down to water level. The rider mounts the chair and, using one hand on each side of the swivel block, 'trims' the chute until he/she and the bosun's chair are position almost halfway between each clew. (Sailing gloves will help save a lot of pinching and chafing for first timers.) If there's a decent wind, by the time the rider gets halfway between the clews — as in the photo — he/she will be flying high.

If the wind is moderate and steady, a flyer you can pretty much hover in one spot for as long as the wind remains moderate and steady. If the wind is gusty, a rider can be jerked from water level to 50 feet and dropped back down again in a matter of

SPINNAKER FLYING

seconds. If the wind is shifty, the rider's body will describe wide, rolly arcs on the horizon. The only way to stop this swinging is to trim the control line. If the wind direction is steady, the rider can induce swinging in wide arcs by alternately pulling in on one side of the control line for a few seconds, then letting it go and pulling in the other side.

If the rider wants to get down, he/she simply pulls in on either side of the control line. When the control line is pulled enough, the chute collapses, lowering the bosun's chair and the rider back into the drink. The faster the rider collapses the chute, the faster he or she heads for sea level. If the rider freaks out while in the chair, a spotter on the boat — there should always be one — can pull in on the 'kill line', which will also cause the spinnaker to collapse and the rider to fall into the drink.

Depending on the conditions, spinnaker flying can range from mellow to exhilarating. As we recall, the Deavers hung in pretty much the same position as seen in the May photo for about 15 minutes. About half an hour later, when stronger gusts blew through, Heather Clute had a wild ride, swinging back and forth in wild arcs while going up and down as though in a berserk elevator. Yet when it was time to head back to the harbor and the wind moderated, Skip Allan got in the chair and rode and trimmed for several miles, after which he was gently lowered back on deck by the expert crew.

When set up, executed, and monitored by experienced crew in moderate conditions, spinnaker flying is relatively — not completely — safe. This is why nobody in their right minds — *Latitude* included — would suggest that anybody be foolish enough to try it.

Nonetheless, you still see sailors doing it most summer weekends off Waikiki, up in the Delta, in the Bahamas, across the Med — anywhere there aren't too many personal injury lawyers. Many riders aren't content to just sit. There are daredevils who will stand on the chair, hang upside down by their legs, and engage in almost all the other acrobatic moves you can imagine. Sex at the end of a spinnaker? You might be the first consummate such an act while spinnaker flying, but certainly not the first to try.

When attempted by inexperienced sailors, the possibility for injury increases dramatically as just about everything can go wrong. A halyard hauled in too far could allow a rider to drop onto the bow roller. The rider's fingers could get squeezed — if not jammed — between the swivel block and the control line. The stern anchor could break free, allowing the spinnaker rider to drift into another boat's rig or a tree on a Delta berm. A sudden strong gust might cause the rider to shoot up-elevator, then freefall to an abrupt halt. This is how Larry Stewart screwed up his back spinnaker flying off *Merlin* in Hanalei Bay a number of years ago. Because of shock-loading in gusty conditions, the block, the bosun's chair, the sail, the lines or any other part of the system could break at the worst time, possibly permitting the rider to freefall as much as 30 or 40 feet into the water. At the very least, that will sting like hell.

So if you're going to ignore our advice and recklessly seek pleasure in this manner, do yourself a favor by attempting it only in ideal conditions, and while being very, very careful about what you're doing. Spinnaker flying is fun, but it's not worth dying for.

— latitude 38

SAN DIEGO CRUISER'S SPECIAL

\$300/mo. any size boat
\$30 key deposit

Cruiser Special limited to
30 days stay.

**CHULA VISTA MARINA
AND RV RESORT**
619/691-1860

- 552 Slips to 54'
- Dockside Marine Supply
- Galley at the Marina
- Convenient Bargain Provisioning at: K-Mart, Price Club, Wal Mart and Target
- Beautiful Parklike Setting
- Clean Restrooms/Showers
- Jake's San Diego Bay Dinnerhouse
- Security and Locked Gate Access
- Laundry room, pool and spa
- State of the Art Boat Yard Next Door
- On-site Public Transportation Pick-up

NEW SPINNAKERS REPAIRS, RECUTS ON ALL SAILS CANVAS WORK



Dealer for:
Musto Weather Gear
ATN Spinnaker Sock
SPINNAKER SHOP
921 E. CHARLESTON
PALO ALTO, CA 94303
415 858 • 1544

SPINNAKER SHOP IS A DIVISION OF PRECISION TECHNICAL SEWING INC.



Are you planning a Cruise?
Who's going to take care of
your mail and pay your bills?

While cruising, would you rather have an experienced, confidential, dependable, bonded, professional bookkeeping service company pay your bills...or *your brother*--he's a nice guy, but... With Safe Harbor Services:

- Your mail is forwarded to our special post office box.
- We use the latest technology to track and pay your bills, balance your accounts, and provide you with reports showing you exactly where your money is going.
- Your personal mail is forwarded on request.
- We are always just a toll-free call away.
- You can even have your own personal voice mail box.
- Other personal services available.
- Reasonable rates, professional service.

Want to know more? Call or write for a free brochure.

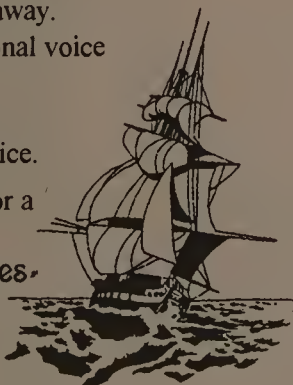
Safe Harbor Services

800-504-SAFE

Fax: 510-634-9641

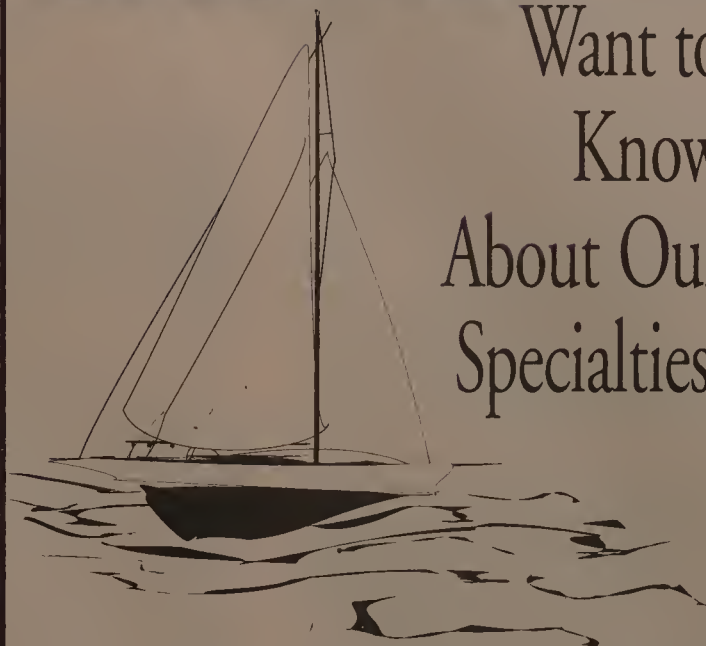
PO Box 1000

Knightsen, CA 94548-1000



Sailors

Want to
Know
About Our
Specialties!



Acrylic • Polycarbonates • Delrin®
High and Low Density Polyethylene
Custom Acrylic Fabrications
Premium Marine Grade Epoxy System
Epoxy and Polyester Resins
Fiberglass Fabric and Fillers
• Kevlar® • Knytex™ • BaltekMat
• Unidirectional Graphite
Vinyl Graphics • Lettering

come in
Pick Up Our
NEW Catalog!

TAP Plastics Inc

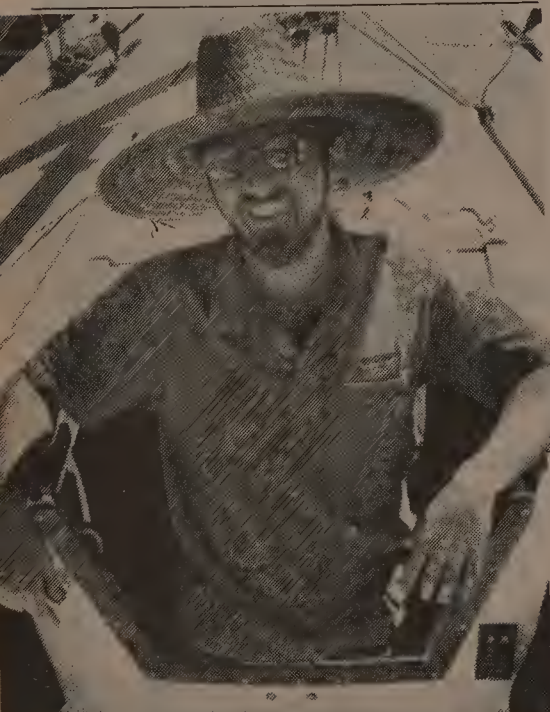
Cupertino • 10151 S. De Anza Blvd (408) 252-8600
Dublin • 7176 Regional St (510) 828-7744
El Cerrito • 10760 San Pablo Ave (510) 525-3508
Fremont • 5160 Mowry Ave (510) 796-3550
Mountain View • 312 Castro St (415) 962-8430
Pittsburg • 4225 Century Blvd (510) 778-1223
Pleasant Hill • 1478 Contra Costa Blvd (510) 798-0420
Sacramento • 4538 Auburn Blvd (916) 481-7584
Sacramento • 4506 Florin Rd (916) 429-9551
San Francisco • 154 S. Van Ness Ave (415) 864-7360
San Jose • 1212 The Alameda (408) 292-8685
San Jose • 1008 Blossom Hill Rd (408) 265-6400
San Leandro • 3011 Alvarado St (510) 357-3755
San Mateo • 606 South B St (415) 344-7127
San Rafael • 900 Andersen Dr (415) 454-6393
Santa Rosa • 2770 Santa Rosa Ave (707) 544-5772
Stockton • 5757 Pacific Avenue (209) 957-2036
Portland, OR • 3818 SE Powell (503) 230-0770
Tigard, OR • 15230 SW Sequoia Pkwy (503) 620-4960
Bellevue, WA • 12021 NE Northup Wy (206) 861-0940

'96 DELTA DITCH RUN —

"There is one thing stronger than all the armies of the world, and that is an idea whose time has come."

— Victor Hugo

Judging from the number of boats milling around the starting line on June 1, the Delta Ditch Run's time has certainly



Eric Steinberg in Delta mode. 'Moonshine', his Dogpatch 26, was the right horse for the course.

come. More properly known as the San Francisco to Stockton Race, the 65-mile downwind dash attracted a record 112 boats this year, up from last year's previous high of 72 boats. Not bad for any race these days — but downright amazing for one that began only five years ago, in 1991, with 37 boats. "It was an unexpected and gratifying turnout," admitted race chairman John Walker, himself a competitor with his Choate 40 Bottom Line.

Part of the reason for the record number of boats was the presence of a 22-boat Moore 24 one design fleet, which now includes this increasingly popular 'cult race' on their season schedule. Another was the large multihull fleet, 12 boats strong this year, all salivating at the prospect of breaking Rocket 88's 1994 milestone of 4 hours, 59 minutes. But the real reason for the uptick is probably just the course itself, a scenic meander through San Pablo Bay, Suisun Bay and the ever-narrowing Stockton River until it finishes in front of co-host Stockton Sailing Club (the start is handled by Richmond YC).

"The word is out!" claimed John Dukat, who conceived of the race as feeder to the now-ailing South Tower Race. "The Ditch Run is easy and fun, kind of like a mini-TransPac or Mexican race. It's all downwind, you need to navigate a lot, it gets warmer the

farther you go, and it ends up in a foreign place — just kidding about the latter! It's still cheap to enter (just 38 cents a mile), and most years, you can even sleep in your own bed later that night. It's the perfect race for the '90s!"

This year's edition started out encouragingly — warm and sunny, a healthy flood tide, and enough wind to keep the kites full. The 28 lightweight boats got off the starting line together quickly, only to slam the brakes on a few miles later as they entered a parking lot in San Pablo Bay. The starts behind them were delayed 10 minutes while the line was reset after a boat snagged the pin. This actually worked in favor of the latter boats, as they had the benefit of riding the current up to and past most of the ULDBs, the majority of which were twirling around in right field in no wind. However, some boats, including many Moore 24s, got slingshotted too far left into the forbidden zone north of the Pinole Channel. Some boats clawed back upwind to the channel markers to unwind themselves; others didn't bother.

After almost two hours, no one had gotten even five miles towards Stockton — boring, frustrating stuff vaguely reminiscent of this spring's Vallejo Race. Finally, a gentle southwesterly kicked in and the parade to Stockton got underway. The new Mumm 30 *Bullsette*, with Don Jesberg and Jack Halterman aboard, rapidly picked its way through the fleet and was soon the lead monohull. "We couldn't hold it back any longer!" laughed Don, referring to their ignominious start.

By then, Bill Erkelens and Pete Melvin, sailing Bill's modified 'C' class catamaran *Freedom*, were already miles ahead — they went on to finish first at 7:06 p.m., earning the traditional plastic inflatable bull's head. *Bullsette* pulled in at 8:51 p.m., the first monohull to finish.

Bullsette inherited the monohull lead just past the mothball fleet, when a Hobie Magic 25 being sailed by out-of-towner Annie Nelson plowed onto Middle Ground with a vengeance. They were stuck in the mud for 20 minutes, eventually climbing the mast in order to pop the bulb keel free. "We hopped overboard to raise our waterline," laughed Nelson, "and we were standing in about 18 inches of water!" They eventually overtook most of the fleet, but the damage was done. As it turned out anyway, the Magic and the Melges 24, both equipped with asymmetrical

kites, suffered in the light air, dead-down running at the end of the race. While 'normal' boats just squared back their poles, these boats were fated to jibe incessantly.

We had the pleasure of sailing on a 'normal' boat that day, Eric Steinberg's Dogpatch 26 *Moonshine*. The bantam-weight boat, a 16-year-old plywood flyer resembling a Thunderbird that's been eating meat and pumping iron, is perhaps best known for winning the '94 Pacific Cup under Eric's partners, Billy and Melinda Erkelens. As it turned out, it was the perfect boat for the day — armed with both masthead and fractional kites by Cat's Ass Sails (an after-midnight, underground sailmaking concern that used to operate at a prominent local loft), tons of cold water and oranges, and an exotic Trimble NT200-D Differential GPS, *Moonshine*'s three crewmembers — Eric, Mark



— ROLLIN' ON THE RIVER

Rudiger and ourselves — had a slow and uneventful sail to Stockton.

Steinberg, a marine electronics guru, installed the GPS unit the morning of the race ("It costs almost as much as the boat!" he claimed). It turned out to be our secret weapon, as the readouts displayed boat-speed and speed over the ground in real time. "It gives you instant feedback about which side of a current line you should be on," explained Eric, who has installed similar systems on *Sayonara* and *Morning Glory*.

Another not-so-secret weapon was attaching ourselves like starving leeches to every bigger boat that passed us. Heavy division winner *Insufferable*, weighed down by 12 crew, proved a particularly useful tow truck, as were the 99-raters. We also cut just about every corner possible going up the river, fortunately not touching even once.

As the sun slowly set behind us, a shimmering yellow full moon popped up over Stockton. Sailing in t-shirts in the moonshine, the three of us could have happily carried on all night. Other than the random buzzing of jetskis and a pretty horrible band playing at one of the two dockside bars we ghosted by, everything was copasetic. "Life is goooood!" we kept saying, subliminally echoing some annoying beer commercial. However, at 9:53 p.m., we ran out of race track — actually a good thing, because the current was starting to turn against us. Essentially, the door was

slammed shut behind us, and 26 boats — mostly in the Heavy and Cruise classes — opted for DNFs.

Putting *Moonshine* on the trailer and savoring our first beers of the day, we were delighted to learn that we'd won overall — just 49 seconds in front of Dave Hodges and his Moore 24 *Fatuity*. But although joining the ranks of previous Ditch Run winners — *Paddy West*, *Fairhaven*, *Current Asset* and *Kwazy* (twice) — was nice, we all felt that



PATRICK SHORT

Alex Maloney, the littlest Ditch Runner at age 4, and mom Loretta aboard 'Great Pumpkin'. Alex claimed the race was "kinda long, but fun."

Dave's accomplishment was probably more meaningful. Beating almost two dozen Moore 24 sisterships was a great victory — staggering when you consider that the second place Moore, *Hot Rod Lincoln*, came in 21 minutes behind Hodges.

"The key to success in the Ditch Run is to go really, really light," explained Hodges. "Like last year, our crew consisted of my brother Doug and his 10-year-old son Will. Our total crew weight was only 390 pounds — so we accelerated on every puff!"

The class victory basically wraps up the Roadmaster Series for Hodges — for the third year on a row! It's also the second year in a row he's sailed *Fatuity* and won the Moore class. "I don't ever think I'll miss another Ditch Run — it's that much fun!" enthused Dave. "It's the only Northern California downwind race that is sailed in warm weather, and I'm starting to like it even better than my other favorite race, the Doublehanded Farallones."

Finishing out of the money in the Moore class — but still a highly respectable sixth — was Jim Maloney's orange *Great Pumpkin*. His crew that day was his wife Loretta, an excellent sailor in her own right, and his children Jimmy, age 8; Andy, 6; and daughter Alex, 4. "We thought it would be a nice family cruise," said Jim. "The kids had a ball, and later said it was much more fun than staying home with the babysitter. They even



Spread: The soft parade. Inset: Jeff Thorpe and Marci Porter perform Magic tricks on Middle Ground.

SPREAD PATRICK SHORT; INSET ANNIE NELSON

ROLLIN' ON THE RIVER

1996 DELTA DITCH RUN RESULTS

MULTIHULL — 1) **Freedom**, C-Class Cat, Bill Erkelens; 2) **Three Sigma**, F-27, Mark Hersch; 3) **Bad Boy**, F-31, Gary Helms; 4) **Gerri**, F-27, Dave Martin; 5) **Pretzel Logic**, F-27, Mike Bikle. (12 boats)

CRUISE — 1) **Purrfection**, Nonsuch 30, Ray Drew; 2) **Fandango**, Santana 23, Dave Timson. (7 boats)

HEAVY I — 1) **Insufferable**, N/M 30, Peter Rookard; 2) **Expeditious**, Express 34, Bartz Schneider; 3) **Ozone**, Olson 34, Carl Bauer; 4) **Current Asset**, Islander 30 Mk. II, John Bowen; 5) **Bottom Line**, Olson 40, John Walker; 6) **Pole Cat**, Catalina 38, Glen Robinson; 7) **Scoop**, Wylie 34, Mike Clarke. (20 boats)

HEAVY II — 1) **Enigma II**, Catalina '27, Peter Hine; 2) **Aizora**, Olson 25, Bruce Noble; 3) **Takeoff**, Laser 28, Ron Byrne; 4) **Unnatural Act**, Challenger, Steve Bahnsen; 5) **Shiloh**, Capri 26, Phil McCaleb. (14 boats)

LIGHT I — 1) **Bulissette**, Mumm 30, Don Jesberg; 2) **Family Hour**, Olson 30, Jim Bilafer; 3) **Rascal**, Wilderness 30, Pat Brown. (8 boats)

LIGHT II — 1) **Moonshine**, Dog Patch 26, Eric Steinberg; 2) **Motorcycle Irene**, Express 27, Mike Duval; 3) **Waverider**, B-25, Randall Risvold; 4) **Wanna B**, B-25, Mike Johnson; 5) **Full Contact Golf**, J/80, Wyllys Baird; 6) **Live Balt**, Magic 25, Annie Nelson; 7) **Flying Circus**, Express 27, Gene Ryley; 8) **Summertime**, Moore 24 prototype, Dennis Bassano. (21 boats)

MELGES 24 — 1) **C Monster**, John Oldham; 2) **Smokln'**, Dave Oliver. (5 boats)

MOORE 24 — 1) **Fatulty**, Dave Hodges; 2) **Hot Rod Lincoln**, Charles Witcher; 3) **Conococheague**, John Collins; 4) **Snafu-U**, Mark Berryman; 5) **Bruzer**, Bill Tracey; 6) **Great Pumpkin**, Maloney Family; 7) **Umpqua**, Jim Plumley; 8) **Wet Spot**, Mike O'Callaghan. (22 boats)

WABBIT — 1) **Tulawemla**, Mark Harpainter; 2) **Mr. McGregor**, Kim Desenberg; 3) **Wet Buns**, Bill Gardner. (6 boats)

OVERALL — 1) **Moonshine**; 2) **Fatulty**; 3) **C Monster**; 4) **Insufferable**; 5) **Expeditious**; 6) **Hot Rod Lincoln**; 7) **Ozone**; 8) **Smokln'**; 9) **Motorcycle Irene**; 10) **Current Asset**.

helped sail the boat, stuff like working the twings during jibes. The boys wanted to steer, but they're not quite there yet."

According to Jim, the kids ate ravenously and alternated between hanging out in the shade on the foredeck and napping below on

the forepeak cushions. "We brought every toy that would fit, as well as a bunch of coloring books," he said. "Unfortunately, it was so hot the crayons melted in the cockpit!"

Altogether, it was a banner year for the Ditch Run — not just in terms of quantity, but in the quality of the fleet and the après-race camaraderie. Stockton SC put its expanded clubhouse and dining patio to good use that evening, serving over 400 dinners and not shutting down until 4 a.m.! Needless to say, the bar did a brisk business as well.

Ironically, not everyone was 100% thrilled with the race's exploding popularity. "As the race matures, the competition keeps getting better and better — which is a mixed blessing. People are starting to take the race seriously, which was never the intention," mused John Walker. "We're determined not to let success spoil the Ditch Run, and we're going to work hard to keep the race friendly, low-key and family-oriented."

— latitude/rkm

ISLAND YACHT CLUB



Presents Two
Fabulous Events:



21st Annual

Silver Eagle Race

JULY 20-21, 1996

The Most Fun You Can Have on the Bay
Call Rich Ahlf at (510) 672-2514 for more info.

First Annual Memorial

Gary Mull Regatta

August 11

One design & PHRF classes for the hundreds of Mull boats on the Bay. Celebrate the creations and spirit of Gary Mull. Santana 22s, Freedoms, Rangers and more.
Call Ben Mewes at (510) 537-7317 for more info.

Located in beautiful downtown Alameda's Alameda Marina
1853 Clement Avenue • (510) 521-2980



SOCIETY OF ACCREDITED MARINE SURVEYORS

Serving Northern California

Archie Campbell, AMS
(800) 640-4344

Jack Mackinnon, AMS
(510) 276-4351
(800) 501-8527

Rich Christopher, AMS
(800) 622-5143
(415) 368-8711

Jerry Poliskey, AMS
(510) 236-1793

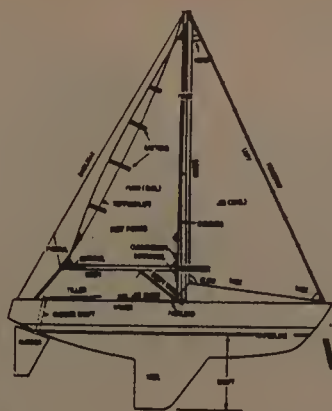
Donru Marine Surveyors
& Adjusters, AMS
(408) 372-8604

Terry O'Herren, S.A.
(800) 246-7732
(415) 854-8380

Robert Downing, AMS
(707) 642-6346

Michael P. Wilson, AMS
(415) 332-8928
(800) 408-MIKE
(6453)

R.J. Whitfield & Assoc., Inc., AMS
(800) 344-1838



BOAT HANDLING INSTRUCTION SAIL OR POWER BOATS BY CAPT. JERROLD KARMIN



Why YOU need boat handling instruction.

Who me? Hey - I know what I'm doing!

YES - You! As a boat owner with two or more years of experience, you may be happy with your ability to handle your own boat. You have avoided running aground, into docks or other boats fairly well, but have you done so with total confidence?

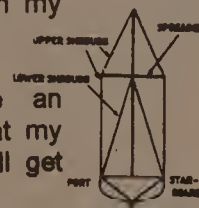
Marine insurance companies say that 80% to 90% of all accidents happen in close quarter maneuvering and docking. Have you ever seen someone 'fended off' by other boat owners when they come too close or hit the dock - *hard*? Did you know that only 20% of boat owners with 2 or 3 years of experience really understand what they are doing and how wind and water affect their boat handling?

I am betting I can teach you something you don't know in just one two-hour lesson or there is no charge! As a certified ASA sailing instructor with a Master 200 ton Ocean License, I can teach safe sailing and/or power boating techniques to you or your friends on your boat.



If you want to fine tune your boat handling skills or know someone who should, take me up on my offer. *What have you got to lose?*

For further information or to schedule an appointment call me, Capt. Jerry Karmin, at my answering service at (415) 341-2852. I will get back to you as soon as possible.



Get Broad Homeowner Protection

"Your Quartermaster® coverage is wonderful. It was a pleasant surprise to learn that you covered the loss of valuable jewelry stolen from us in a hotel room"

Lila and Ken Draper, Seattle, WA

YACHT INSURANCE EXCLUSIVELY FOR LIVEBOARDS

Only the Quartermaster® Liveboard Yacht Policy - a policy designed by live-boards for liveboards - combines the comprehensive coverage and features of a standard yacht policy with broad homeowner protection, including:

- Comprehensive Personal Liability
- Personal Property Coverage including property in storage
- Loss of Use Protection
- Countrywide network of claim adjusters & surveyors

For more information call

1-800-869-2248

or 206-447-0489

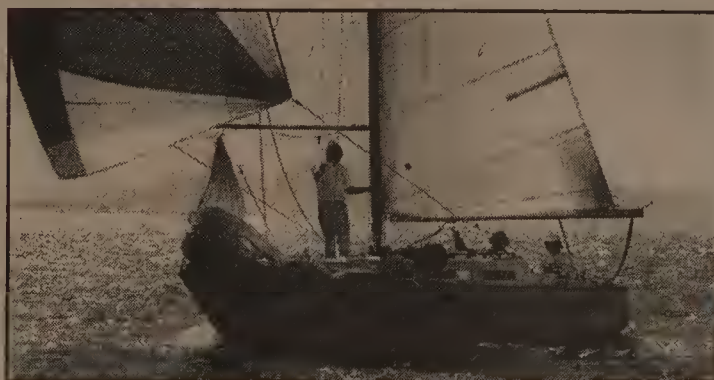
Offered through

Acordia.
Acordia/Pettit-Morrey

520 Pike Street 20th Floor
Seattle, WA 98101-4095



DONATE YOUR BOAT TO THE BOY SCOUTS



- Your donation is tax deductible
- Eliminate broker, berthing and ad fees
- Let us show you the attractive value and speedy transfer
- Help instill the love of the sea and benefit the scouting program
- 1996 tax deduction!



**PACIFIC SKYLINE
BOY SCOUTS
OF AMERICA**

(415) 327-5900

MAX EBB — THE SEVEN DEADLY SINS

The sound was so loud and so close that I must have jumped two feet straight up.

"What kind of a fog-brain lubber would test an air horn in the middle of the store?" I thought to myself as I landed. But I was wrong on both counts. The horn was operated by mouth, and looked more like a toy musical instrument than a navigational aid. And the person blowing into it was one of my friends from the yacht club — a racing skipper with a boat about the same size as mine, but quite a bit newer and faster.

"This is amazing!" he said as he lowered the device from his lips. "No more rusty old freon cans on my boat! How much do these things cost, anyway?"

The store manager, who had evidently just taken the horn out of the package for my friend to try out, said that they were only \$9.95. But it would have been a done deal at \$49.95 from the excitement it generated. The manager pulled another package from the rack, tore that one open, too, and handed it to me to try out.

The horn consisted of two short lengths of plastic pipe, with a plastic diaphragm of some sort on one end. I was instructed to blow gently into a hole on the side of the pipe. I just barely pushed some air into the thing — and the noise was even louder than previous blast.

"Very impressive!" I remarked.

"It's not really as loud as a liquefied gas horn," said the manager, "but it's the loudest lung-powered horn I've ever seen. Made in Australia."

"Sure beats that rechargeable compressed air horn that comes with the silly little bicycle pump," said my friend. "That thing never worked. And speaking of things that never work, I need you to show me what you have in the way of outboard motors for dinghies."

"Going up the river this month?" I asked.

"For the rest of the summer. I'm blowing off the rest of the YRA season."

"What happened?" I asked. "I thought you never miss a YRA race."

"It's become an exercise in futility," he explained. "There's one boat that always

"What's good data? That boat's a one-of-a-kind, and for all practical purposes so is mine. So there are no race results from other boats of the same type. If the committee thinks that the other boat is being sailed better, then the fact that they beat me consistently won't convince them that the rating is off base."

"PHRF does have a big subjective element in it," I admitted.

"It's only \$25 to get a rating, and \$15 a year after that," added the store manager. "You can't expect it to be very precise."

"What about the IMS division?" I suggested. "I'll bet your boat would get a reasonable rating."

"We wouldn't have a prayer against the new boats designed to the IMS rule," he replied.

"IMS has its own problems," added the store manager. "Last season I was crewing on a boat that was a hot IMS racer when it was launched. But there was a newer boat that rated just a little lower and sailed just a little faster. So eventually we gave up."

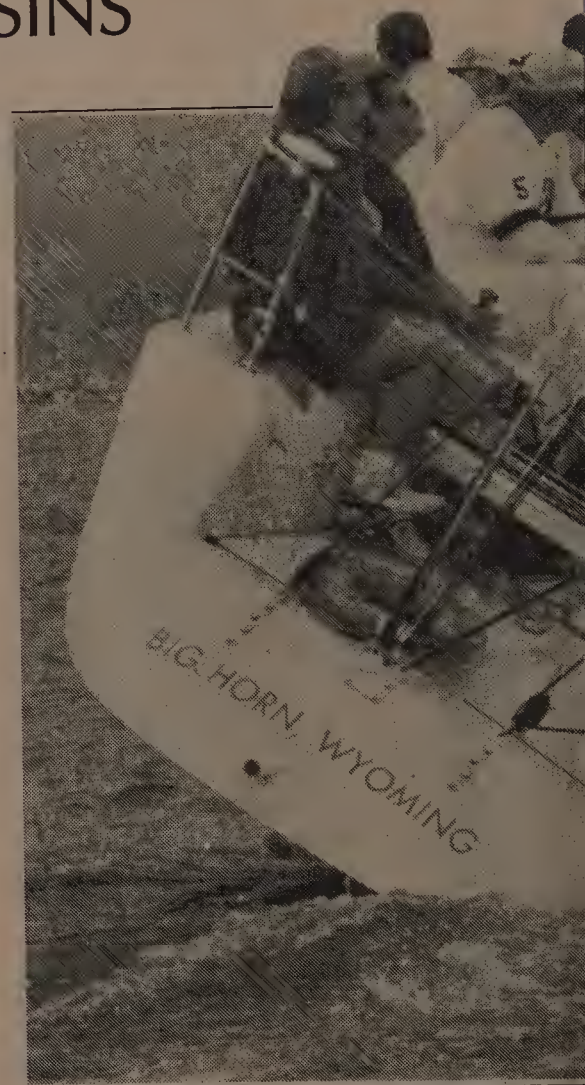
"No wonder the local IMS fleet is having so much trouble," I said.

I walked with them over to the outboard motor display.

"So that leaves two choices," lamented my friend as he eyed a new 18-horsepower model. "Race one design, or go cruising. And since there's no one design fleet for my class of boat, it's time to buy a new outboard for the dinghy."

"Maybe what we really need," I suggested, "is something between PHRF and IMS, to serve the YRA-level racers. PHRF is fine for beer can racing, but we deserve better than a \$25 rating for YRA, considering the time and effort that goes into a season campaign. IMS works for the high rollers I guess, but that's not a good fit for YRA either."

"I can't imagine where a new handicap



"Far out!" she said as she put two of them in her shopping basket.

"Lee, be careful with that thing!" I shouted over from the motor display.

"It was only, like, set to 'stun'," she apologized. "This is a totally brilliant design."

She came over to join us by the outboards, and I introduced my friend and the store manager to Lee Helm, naval architecture graduate student.

"This will solve our problem for the Friday night races," she said as she admired her purchases. "We lose one expensive air horn every other week, you know, with all the different people doing race committee. And like, this is the first human-powered horn that's anywhere near loud enough."

"I'm buying one, too," I said, holding mine up.

"And me!" said my friend.

"But Max," asked Lee, "what are you doing over by the outboard motors?"

I explained why my friend was retiring from racing. "PHRF's not accurate enough for one-of-a-kinds, and IMS requires a new boat every other year. There's really no good way to handicap one-off boats for YRA-level racing."

"You might be right," conceded Lee. "PHRF was always intended to be a way of handicapping classes against classes, where there are lots of boats in each class. It doesn't work nearly as well for unique designs. I mean, speaking as an experimentalist,

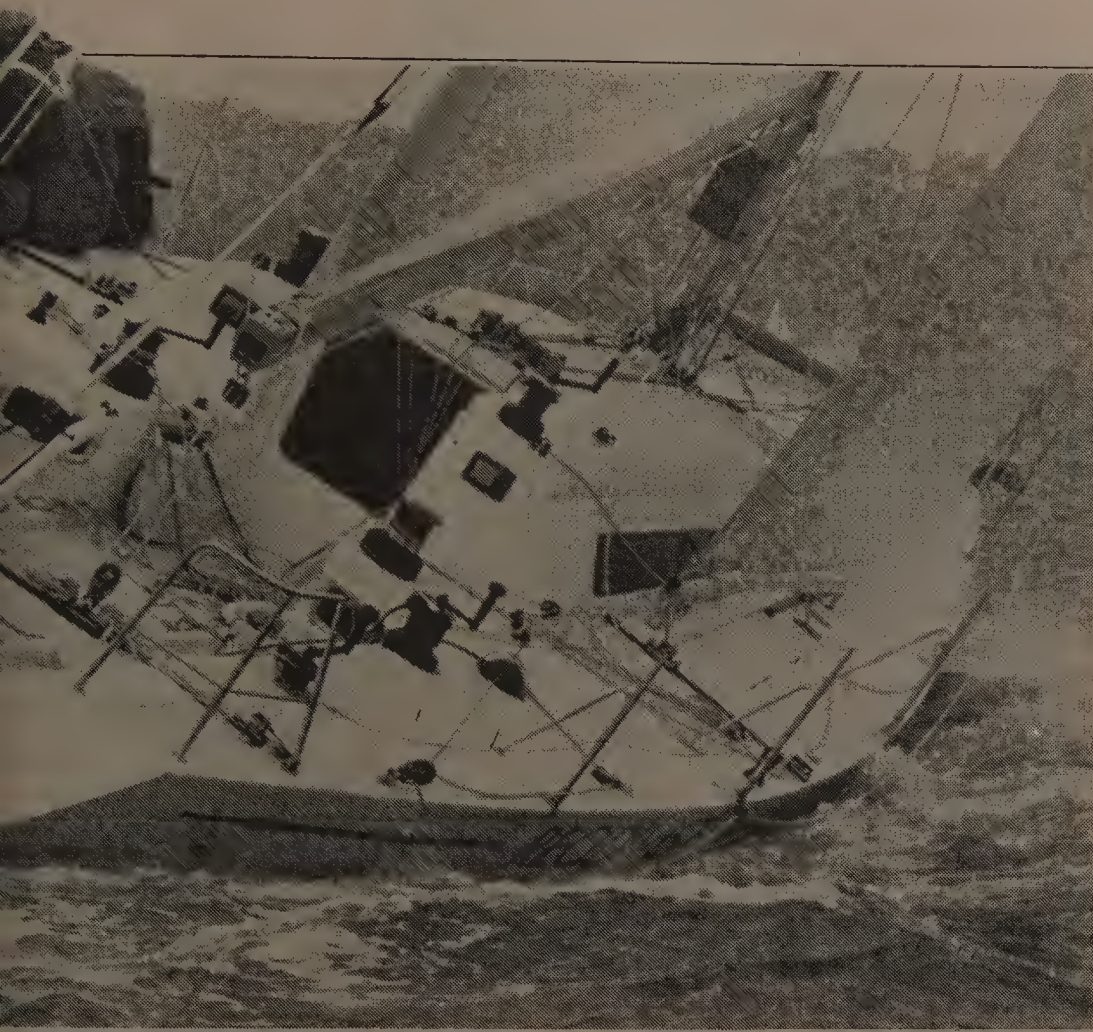
"The original intent of the IMS was to keep old boats competitive . . .," explained Lee.

seems to correct out over us no matter how well we sail. I'm convinced that their rating is a gift, but there doesn't seem to be anything I can do about it."

"The PHRF committee listens to reason, if you present them with good data," I said.

system like that would. . ."

We were all startled by another ear-splitting blast of the new horn from Australia. This time it was none other than Lee Helm trying it out, and she was not the least bit bashful about blowing it really hard.



The IMS has produced some fast and beautiful boats. The problem is, the rule is incomprehensible to any terrestrial life form.

there's no such thing as statistically significant data when $n = 1$."

"And IMS," added my friend, "is practically dead on the Bay anyway. Only the boats designed to the rule have a chance."

"But like, IMS is still the best tool there is for calculating speed potential of a sailboat. It needs to be fixed, for sure, but don't write it off completely. All we have to do is get it out of the hands of the brain-dead international committees and run it locally. And of course we'd need a couple of important technical tweaks."

"Like what?" asked my friend.

"First off," said Lee, "we have to get local control. When they set policy at the international meetings, only the designers and builders and other assorted chief muckety-mucks — who are as often as not in bed with the big sponsors — find it worth their while to take a week off and fly to wherever. So like, naturally they make decisions that serve their interests, and not those of the mid-level racer."

"Well, maybe," said the store manager, "but if IMS is going to continue to be the handicapping system for international grand prix events, then that crowd is not going to give up control."

"For sure. But there's pressure to change from the other side. Grand prix racers are finding that the IMS isn't really what they want, and they're slowly moving away from it. Look at the way the new level classes are beginning to differentiate themselves from mainstream IMS. For the GP circuit a stable 'box rule' works best."

"What's a box rule?" I asked.

"It's a measurement system that sets limits on basic dimensions, as if the boat has to fit into a box of a certain size and shape. Actually, there are parametric tradeoffs allowed in most box rules, but the main thing is that it's not based on a pseudo-theoretical VPP like IMS, and that there's no pretext of trying to keep old boats competitive as the designers get better at optimizing to the rule. The first priority of a box rule is to provide a stable development environment."

"Is there any recent experience with this kind of rule?" asked my friend.

"The America's Cup is a good example. The Whitbread 60 class is another. But the best feature is that a box rule can be left alone for many years, while the designers play their game and optimize their designs to hit a stationary target. So after a while, all the boats look pretty much the same and go pretty much the same speed, and the result can be really good top-end competition."

"So what would we end up with, smaller versions of the AC class?"

"There's already a Whitbread 30 class,"

Lee answered. "And it wouldn't be hard to come up with rules for other sizes that produce good race boats. Like, for example, there could be a 'Sport 24' class at the low end that ends up looking like the Melgi and its clones, and the AC class at the other end of the size range, and all sorts of interesting variations in between."

"Sounds good — for the big spenders," said my friend. "But it doesn't begin to address the problem of how to get better handicap racing on the Bay."

"Well, like, that's just step one for fixing IMS. We off-load the top end into those independent level classes with their own specialized measurement rules. It would get at least a few of the chief muckety-mucks out of the picture, and give the volunteers representing the YRAs a little more importance. This is already happening."

"What's step two?" I asked.

"Decentralize. The way to keep the designers and builders from dominating the international policy meetings is to like, not have international policy meetings. Administer the rule and decide all the important stuff at the local level, where there aren't enough designers and builders and sponsors' representatives to go around. Suddenly the muckety-mucks are outnumbered by the locals. This will put the local volunteers and mid-level racers back in charge. Anything done at the national or international level would be reduced to a totally advisory status."

"I like it," said my friend. "But that still doesn't address the fact that the rule makes my boat uncompetitive against the new IMS designs. Shouldn't we really be looking at a whole new rule?"

"For sure. The original intent of the IMS was to keep old boats competitive," explained Lee. "I've been reading some of the early reports generated by the Pratt project at MIT — we have them in the department library. They called it MHS for 'measurement handicap system' back then."

"And the first time they used it for a major event," recalled the store manager, "an old Hinckley 40 or something like that won the Bermuda Race. What a great PR coup that was for the new system! But as soon as they started designing boats to the IMS, everything else became obsolete overnight."

"That's why us folks with 'existing' boats feel disenfranchised," said my friend.

"IMS was also supposed to be 'designer-proof' by keeping the formula a secret," Lee continued.

"Hah!" said the store manager.

"The idea," Lee continued, "was that the secret formula would be modified frequently, so that if any one design trend appeared to be gaining an advantage, this secret cabal of

designers and poobahs in charge would know how to change the secret formula to keep the playing field level for the existing fleet. They thought that designers would actually be willing to design new race boats without ever really knowing what was going on under the hood of the handicap formula."

"Hah!" said the store manager again.

"But the designers reverse-engineered the formula in no time, and somehow the designers and builders on the various committees running the rule just couldn't bring themselves to modify the formula enough to take away all the advantages of the new boats. And like, with all the secrecy, the only people left in the dark about what the rule was actually doing were the owners and sailors."

"And look how popular IMS racing is today," added my friend sarcastically.

"There was also this notion that lines measurements had to be treated as proprietary," said Lee. "It's pretty silly when you think of how public the lines of a sailboat really are, and how easy it is to measure and copy. But great effort was made to keep the hull measurement files inaccessible. They couldn't be checked by owners or other racers when there were big errors, and even worse, only IMS Central had access to them for experimental rule development. So no alternative formulas or modifications to the basic coefficients could even be considered by anyone outside of the power structure. Therefore we have Step Three: end the secrecy. Give all the local YRAs full access to the lines files, the software, and of course the rating formulas so they can run the rule the way they want to run it."

"Lee, aren't you being a little paranoid about this 'power structure'?" I suggested. "I really don't think there was ever a conspiracy to keep IMS racing from spreading to the masses."

"For sure, they thought they were doing the right thing. They still think they're doing the right thing when they make racers pay trans-nasally to get a copy of their polars or see another boat's rating certificate."

"I guess they figure they have to cover their administrative costs," said my friend.

"The administrative cost of providing this info and much more would be zilch, zero, nada, if the certificates and related documents were on the net, and the software was in the public domain."

"Okay," my friend tried to summarize. "We dump the grand prix racers — they're off to greener pastures anyway. Run

the rule locally, only looking to the International Technical Committee for advice. And everything is public domain and downloadable. We still have a rule that renders my boat uncompetitive against a newer

"IMS is still the best tool for calculating the speed potential of a sailboat."

boat. What can we do to fix this?"

Lee had the answer ready: "Now we're up to Step Four," she said, "which requires the most important change in the philosophy of the rule itself. But first we have to get a grip on reality, and admit that no matter how clever the rule-writers are, the designers are more clever — or will be in the near future. So we should not even attempt to rate boats that haven't been designed yet. The rule would only apply to boats designed, like, for example, a year before the latest revision of the rule."

"Now there's a concept," said the store manager. "Solve the problem of new boats by just not allowing them to race!"

"Fact is," said Lee, "There are so few new boats anyway that this would have almost no effect on the vitality of the fleet. And like, it makes the handicapping process way, way easier because all we have to do is fit the rule to existing boats."

"Hate to cut off the possibility of a new design entering the racing fleet," I said.

"They could still get in," explained Lee, "But only after the rule has gone through another revision cycle. But you're right — it does take away all the incentive to design to the rule. Which was the original intent of IMS anyway. My plan turns the tables in favor of the owners of the existing boats and against the owners of the new custom designs. I mean, which crowd is more important for local handicap racing anyway?"

"Well," said my friend, "since there are so few new custom designs, and so many existing boats, I know which constituency I'd rather play to."

"Is that the whole plan?" I asked.

"No, there are three more steps, all less important than the first four. Step Five is to measure pitch moment of inertia. Something they've wanted to do for a long time, but aren't smart enough to figure out how without stepping on some important toes, I guess. It's really a simple matter of hanging

the boat from a hoist and letting it swing. You get center of gravity and pitch moment, if you do it right. Some one design classes have been doing this for decades to control the mass properties of the hulls. Once pitch inertia is measured and worked into the formula, it puts to rest all the stupid bickering about interior accommodations and exotic hull materials."

"I've heard that would be a very expensive procedure," said the store manager.

"No reason for it to cost any more than a haulout," countered Lee. "On boats too big to be picked up by a single-point hoist, it might require a low-tech steel weldment to adapt a travellift. But heck, it's not rocket science, and on the local level we're talking mostly boats under 10 tons."

"And steps six and seven?" I asked.

"Step Six is to reduce cost and increase accuracy. Instead of relying on that hokey lines-measuring system, IMS should accept the digital lines plan from the designer or builder. You could still use the machine to spot-check in response to a protest. And Step Seven is strictly cost-cutting: be generous with sistership ratings, allowing moments of inertias, lines, and other measurements from similar designs to be used without remeasurement, unless there's some reason to believe that there are substantial differences."

"It sounds great," said my friend, "but do you think there's any chance that it would ever happen?"

"Yes, it will for sure. But it won't come from IMS, it will be an IMS clone rule that pops up from the grass roots the same way PHRF did. But like, not for a few years — IMS still needs more time to thrash around as it circles the drain."

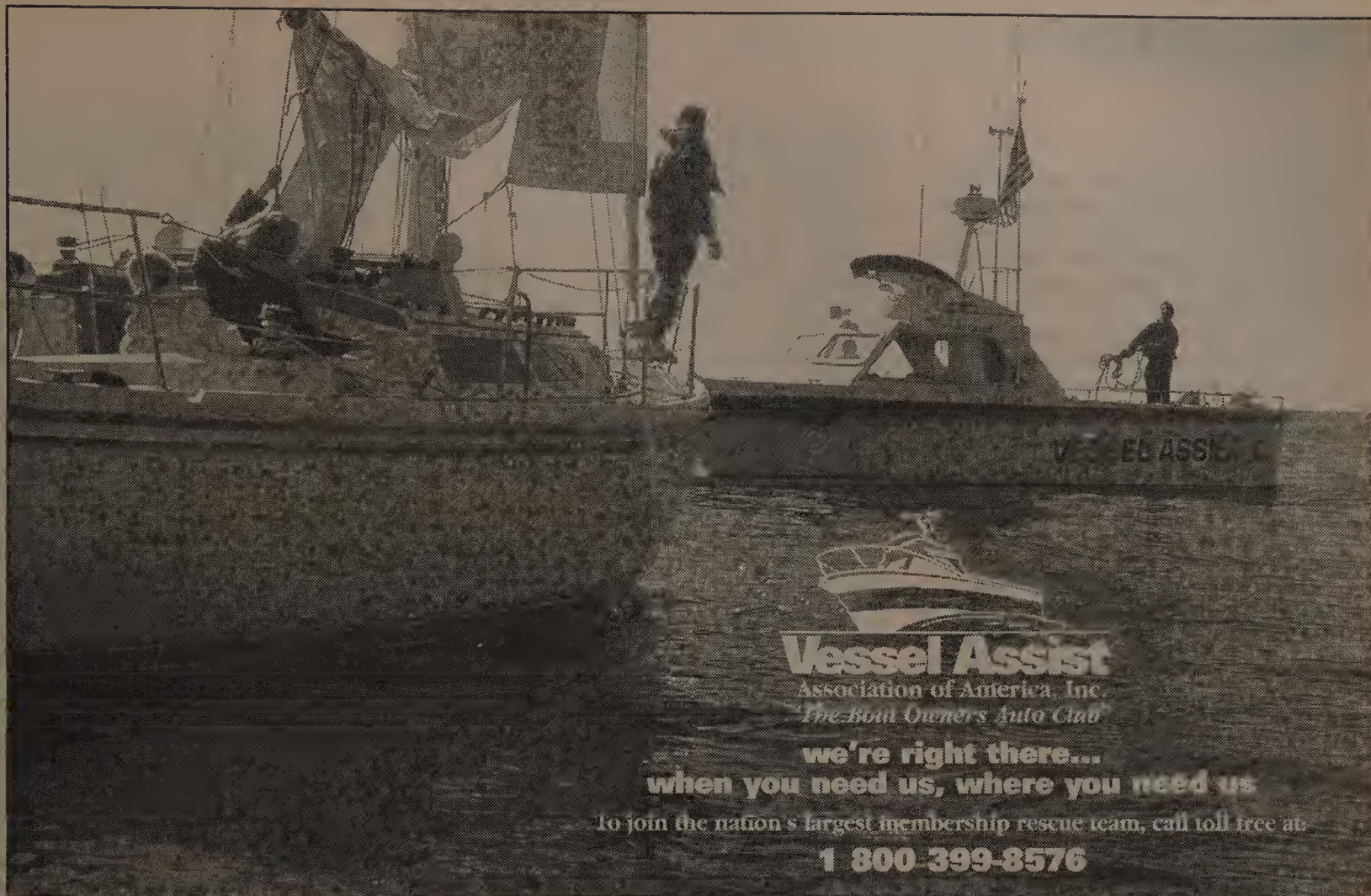
"Sure wish we could make it happen sooner. Any good conspiratorial ideas, Lee?"

Lee thought for a second.

"Here's an idea," she said as she took part of the horn from my basket, and from my friend's basket, and from one of her own horns also. She attached all four pieces of tubing to one horn, making an exit tube four times longer than standard. Then she blew hard into the horn, with the result that the sound was now more like a steamship whistle than a boat horn. Just about everyone in the store turned around and laughed.

"Forget the outboard and buy a sailing dinghy that you can also race one design," she advised my friend. "And have fun cruising."

— max ebb



Vessel Assist
 Association of America, Inc.
 "The Boat Owners Auto Club"

we're right there...
when you need us, where you need us

To join the nation's largest membership rescue team, call toll free at
1 800 399-8576

GLOSS FOR SALE



STERLING
 POLYURETHANE COATINGS

An investment in excellence.

A promise of quality.

Unmistakable STERLING gloss.

Demand STERLING – Call us toll-free today.

1-800-845-0023

DETCO

P.O. Box 1246, Newport Beach CA 92663

CELESTIAL IN A DAY

"Are there ways in an emergency to finish the Pacific Cup or another trans-Pacific race without a GPS or sextant?"

Yes, without question. For example, the star *Kornephoros* in the summer constellation Hercules passes directly over Kaneohe Bay every night during the Pacific Cup and serves as a beacon to the finish line to all boats that point at the star at the appointed time. It's all explained in an emergency navigation kit *Celestial in a Day* has put together for Pacific Cup skippers and navigators. Look for it on the Web at Worldvoyager.com.

Celestial in a Day's regular one-day class in Northern California will take a break after the classes on June 22 and July 20, so we can take the class to Southern California for two months. We'll be back in October with the regular one-day class, a new one-day advanced class, and another free sextant day for all students from the regular class, all classes on the *Jeremiah O'Brien*. And watch for us back here in *Latitude 38* in the September issue.

Call *Celestial in a Day* at (415) 546-9320
 595 Market Street, Suite 2450
 San Francisco, 94105

RAY JASON'S

The Secret Ingredient

Of course I was frightened. After all, the man who had attempted this before me did not come back alive. And even though I tried to submerge the memory of his tragedy, it rudely floated to the surface only a few hours after my voyage began.

The challenge facing me was my qualifying sail for the 1990 Singlehanded Trans-Pac race from San Francisco to Kauai. I had to complete a 400-mile course that took me at least 100 miles offshore. Additionally, I was required to use only celestial navigation. Afterwards, worksheets and calculations would be examined by the race committee. Naturally, I was not allowed to use my engine.

During none of the previous Singlehanded TransPacs had any sailor been killed or even seriously injured. But two racers had died during their qualifying sails. The first one had occurred several years before, but the second had happened only a few weeks earlier.

His boat was found drifting, and there was no sign of the skipper. The mainsail was partially raised, and it appeared that he had fallen overboard while attempting to put in a reef. Although I did not know the man, I felt the bond that all solo ocean sailors share; and so I was deeply saddened by his loss.

But I couldn't let his misfortune undermine my determination. However, before leaving, I posted three golden rules by my chart table. They reminded me to always:

- Stay on the Boat!
- Leave the Water on the Outside!
- Keep the Heavy Side Down!

I chose the Indian Summer weather window for my attempt. My intent was to slip between the strong northwesterlies of summer and the stormy southeasterlies of winter. If I got lucky, I might also miss the last of the summer fog. But in this respect, I didn't get lucky. In fact, in every respect I didn't get lucky. That day I seemed destined to be as unlucky as Quasimoto at a singles bar.

My first nemesis was a Navy helicopter carrier. As I was leaving Pier 39 where my lovely 30-foot sloop *Aventura* was berthed,

starting to pull the carrier away from the wharf. To avoid collision on star-board tack I would have to pile *Aventura* up onto Jefferson Street where she could be the day's featured attraction at Ripley's Believe It or Not! Port tack would send me out towards Alcatraz and the Current Without Pity.

It took hours for me to work my way back to the City side of the Bay. As I tacked from Crissy Field toward the Golden Gate Bridge, I noticed my second nemesis. The fog was beginning to peek over the hills of Marin County. And it wasn't just peeking. It was smirking.

This made the south side of the entrance even more desirable. If I could just get out to the Mile Rock tower before the fog obscured the main ship channel, I would feel a lot more comfortable.

But at this point, my years of living dangerously finally caught up to me. A third nemesis was gaining on me from astern — the Coast Guard. Apparently, they were able to telepathically sense that I had been living the life of a heinous criminal. They somehow knew that my "discharge of oil overboard is prohibited" placard was not prominently displayed near my engine room. If I was capable of such a vile offense, there was no telling what other deeds I might perpetrate against an unwary citizenry. This called for a "safety inspection."

They approached me in a large, fast inflatable and instructed me to drop my sails and motor back toward the City. I explained that I was trying to qualify for an important, well-respected race to Hawaii, and that it was against the rules for me to engage my engine. Their next suggestion was for me to heave-to. But this would sweep me back toward Alcatraz. So, I selected their third option which was to hold my course while they came aboard and conducted their inspection. The problem with this last choice was that it was sailing me into both the fog and the nasty section of the main ship chan-



Perhaps tomorrow would be a better day to begin this undertaking.

But after the USCG determined that my only offense was the missing oil discharge placard, I continued on my way. I tacked *Aventura* onto starboard in hopes of outrunning the fog that had overtaken me. But my bad luck continued, and instead, I just escorted The White Peril over to the south side of the channel.

However, my luck was about to change. But not from bad to good. It went from grim to gruesome. I nearly ran over a 'floaters' — a dead body in the water. An inbound Navy tugboat passed very close to me. Seconds later, I heard them radio the Coast Guard that they had found a dead person in the water. I must have practically sailed right over the drifting corpse.

In the fog I never saw it. But in my mind's eye, I watched the fallen singlehander float by me and warn me to turn back and forget this foolish and deadly quest. I was shaken and staggered by this incident. My confidence sank as low as the keel on the Titanic. The next few miles were sailed on emotional autopilot. I was struggling hard to maintain the courage to continue.

Fortunately, my morale got a boost from the radio a few minutes later. The crew from

*If I was capable of such a vile offense,
there's no telling what other deeds I might perpetrate...*

I noticed this ship preparing to leave her dock near Fisherman's Wharf. Since there was a strong flood tide flowing in through the Golden Gate, my plan was to short-tack up the Cityfront to lessen the effects of the unfavorable current. But the tugs were

nel just beneath the Golden Gate Bridge.

Ironically, in my 15 years of sailing on San Francisco bay, I had never been boarded by the Coast Guard. A little voice, a sort of Jiminy Crustacean, was warning me that the omens were starting to stack up.

SEA GYPSY VIGNETTES



'RJ' and 'Aventura' head out the Golden Gate bound for Hawaii in the 1990 Singlehanded TransPac.

the Navy tug found some identification and a suicide note on the body. It was not the missing solo sailor. It was someone who had jumped from the Golden Gate Bridge.

My concentration could now return to the matter at hand. This was an excellent time to regain such focus — *because I couldn't see a damned thing!* The fog was now as thick as one of Rush Limbaugh's baloney sandwiches. And not only was it thick, it was also jam-packed full of ships.

Since I couldn't afford a radar at the time, I was monitoring the Vessel Traffic channel to find out who was in the neighborhood. Fleet Week had just ended in San Francisco so there was a Navy Convoy headed out. In-bound were a tanker, a cruise ship and a pilot boat. Plus, there was a Coast Guard buoy tender meandering around doing maintenance work.

This last ship turned out to be my next nemesis. I was short-tacking just South of the narrow channel that cuts through the Potato Patch. Since electronic navigation was not

permitted during this qualifying sail, and since I didn't own such equipment anyway, my strategy was to 'leapfrog' along these eight buoys to the Lightbucket, then head to Southeast Farallon Island. Once I was west of the Farallones and into the open ocean, things would get a lot less stressful.

Trying to keep those buoys in sight through the fog was forcing me to stay much closer to the channel than I preferred. During one of my tacks back towards them, I saw the big buoy tender approach and overtake me. After it passed, I darted below to check my chart. The next thing that I

needed to check was my pulse, because it went off the scale.

Returning to the cockpit, I saw that the repair ship had stopped directly in front of me. I snatched the tiller from the autopilot and pushed it hard over; executing a suicide tack without even releasing the jib sheet, As she came about with her jib backed, *Aven-*

tura heeled over so radically that much of her bottom was exposed. It must have looked like we were mooning the Coast Guard ship. Not that this thought didn't enter my mind, considering my two encounters with the Coasties that day. But this near miss was probably my fault for not realizing that the tender might work on the buoy directly in front of me.

Amazingly enough, all this had taken place only about six hours into my qualifier. I couldn't believe how much shinola I had already sailed through. At this rate I wouldn't have enough underwear to last through the whole voyage. Had a submarine surfaced under me and impaled me on its periscope, I would not have been surprised.

Surely I was due for a break. Right? Not!

The fog did suddenly clear, but this just revealed how precarious my position was. There were five vessels in sight, and it seemed like they all wanted to line dance with my attractive sloop. Besides this, there was now a completely unexpected nemesis in clear view. It looked like some kind of red river flowing through the ocean. My first guess was that it was an oil spill. But why the blood red color? To the best of my knowledge even Communist tankers never carried red oil.

Perhaps a large whale had gotten run over by a ship. But that possibility seemed unlikely because there was just too much of the stuff. In fact, it was spread out over such a wide area that I was unable to avoid sailing through it.

As I entered the scarlet stream, I looked down at the waterline to see if it was staining my beautiful white hull. And there I finally found it, something I had long been searching for — the possible origin of the phrase 'grody to the max'. Because swimming around in the crimson goop were gazillions of jellyfish. And many of them were as big as basketballs. One glimpse of that vile stew and I immediately thought to myself, "This

To the best of my knowledge, even Communist tankers never carried red oil.

stuff is grody to the max!"

In fact, it was such an unsettling apparition that I radioed the scientists who were stationed on Southeast Farallon Island to see if they had some sort of explanation. Even they didn't know. They guessed that it was some sort of 'red tide'. Before signing off, they did ask if I had a "history of

RAY JASON'S SEA GYPSY VIGNETTES

flashbacks" — whatever that means.

Eventually, *Aventura* did get west of the Farallon Islands and into the wide Pacific. I felt much more at ease now that we were in open water and farther away from the shipping lanes. To celebrate this success I fixed myself a sunset cocktail. Given the

that it disappeared rather swiftly. Too swiftly! Which brought to mind the 'F' word again — FOG! Damn, would these ordeals ever cease? Within an hour my visibility was practically zero, or as I prefer to say, 'zilcho'.

At nightfall I switched on my masthead tricolor light in hopes that it would alert any

At this rate, I wouldn't have enough underwear to last through the whole voyage.

bizarre events of the day, it seemed like a stout one was in order, so I prepared an orange juice with a healthy dollop of dark rum. It was delicious, which is a word very similar to delirious, which is the way I felt when I spotted my next visitor.

It was a big sea gull, which doesn't sound like a big deal except that it didn't fly over to visit me; it seemed to just... materialize. I was sitting in the cockpit facing aft when it suddenly appeared about 10 feet above me. And what made this apparition particularly disturbing was the fact that it wasn't flapping its wings at all. The only thing in motion was its head, which would gaze forward one moment, then stare down at me the next. This really spooked me. But how could it not, since my nerves were so jangled from all of the other tribulations that I had endured in the last 12 hours.

Just when I was about to go below and check the rum bottle to see if it smelled bad, I suddenly figured it out. My visitor was Jonathan Glidingston Seagull. He was hovering and soaring in the windstream that my mainsail was creating. I laughed at my mental slowness and then applauded my visitor's performance. Unfortunately, the clapping scared him away.

As it flew off towards the horizon I noticed

nearby ships. While sitting there wishing for a strobe light with its even greater brightness, I suddenly remembered Terry's lifejacket. His personal strobe was still attached and even though its battery would be dead, I had plenty of spares. Within five minutes, I had it operating and was hoisting it up a flag halyard where it flashed out its warning.

As I settled back into the cockpit and stared at the blinking strobe, I was overwhelmed by emotion. Not because of the many traumas that I had weathered that day, but because of my memories of Terry. He was the best friend I ever had — the only person that I ever asked to sail with me. But Fate took him early and sent him up the River of the Nine Bends. And he would never return.

We had sailed together on *Aventura's* 1985 voyage to Mexico, Hawaii and back to San Francisco. We were planning a second trip when he fell off that cliff in Yosemite. Had the Sky Bosun not called him to the Final Anchorage, I might have never begun my singlehanded.

And here I was now, on the first night of my first real singlehanded passage. I was frightened in the fog and beaten down by a nerve-wracking string of events. But looking up at Terry's strobe gave me strength and

solace. The blinking light was as bright as his smile and as sparkling as his humor. It reminded me of our first sea trial together.

We had been friends for 20 years, going all the way back to our college days. We had been partners on the debate team, which meant traveling together about 20 weekends each year competing in tournaments. Inter-collegiate debating is a pressure-packed environment, but Terry and I never had a harsh word between us. We were very compatible.

So when I started planning my '85 cruise, I invited him to join me. Although his sailing experience was limited, that seemed far less important than our ability to get along in stressful situations. After many practice sails in the Bay, I decided that it was time to test his sea legs on a three-day trip out beyond the Farallones.

Terry loved to cook, and for his first evening meal he decided to whip up some falafels. All day long he had displayed no signs of seasickness, but when I saw him stirring the falafel mix down in the galley, he looked a bit queasy. This was his first real passage, though, so he wanted to persevere. However, the sea is stronger than the mind. He suddenly hurled abundantly into the bowl of falafel mix. After regaining his composure, he looked up at me with a beatific grin and said,

"Damn, you saw the secret ingredient!"

As I tried to persevere through my maiden singlehanded voyage, I realized that Terry's real secret ingredient was laughter. And that if I could just maintain my sense of humor, I could successfully complete this crazy qualifying sail. And four days later, I did.

Thanks, Terry.

— ray jason

Come visit us at—

SPINDRIFT MARINA

841 W. BRANNAN ISLAND RD., ISLETON, CA 95641

18'-40' Berths • Gas Dock • Swimming Pool • Grocery/Liquor Store
Restaurant with Full Bar • Clean Restrooms & Showers • Guest Dock
Free Coffee & Doughnuts on Weekends • Water & Electricity

ONE
MONTH
FREE

When you pay for two months berthing at the friendliest Marina in the Delta, you'll receive the third month FREE...

CALL: (916) 777-6041

NEW BERTHERS ONLY

♣ Sailing Singles ♣

1996 FUN FLOTILLA SERIES

BVI's (July 4th, Oct 20-30, Thanksgiving, Christmas & New Year's), Greece (9-26-10-9) St. Martin, Antigua

LEARN TO SAIL: BVI's, Miami, Keys, Bahamas, St. Lucia

Basic Keelboat & Intermediate Cruising, Advanced Cruising, Bareboat Certification, Sail N Dive, Live-Aboard Cruising

1-800-615-4006 - Fax 816-746-4008

Free Information & 96 Events Calendar



PIER 39 MARINA

Slips
from 36'-60'
are now available



EVERYONE'S FAVORITE PLACE IN EVERYONE'S FAVORITE CITY

VISIT OR KEEP YOUR BOAT AT OUR 300 BERTH MARINA

- VISITORS WELCOME, PLEASE MAKE RESERVATIONS
- ENJOY FULL PRIVATE RESTROOMS AND SHOWERS
- 30 & 50 AMP TWIST LOCK ELECTRICAL DOCKSIDE
- LOCKED GATES AND 24 HOUR SECURITY

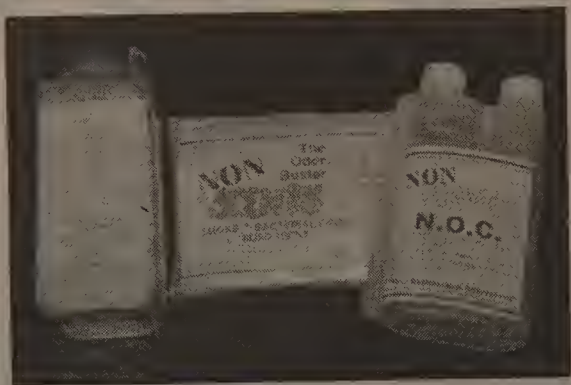
PIER 39 MARINA is in a sensational setting on San Francisco's famous waterfront. Enjoy shopping at 110 specialty stores and sumptuous dining at 10 full service restaurants with beautiful bay views. At Pier 39 experience endless entertainment.

The famous California Sea Lions can be found sun bathing, barking and up to their old antics at Pier 39 Marina's K-dock.



For more information call the Marina Manager's Office 415 705-5556

PRODUCT HIGHLIGHTS



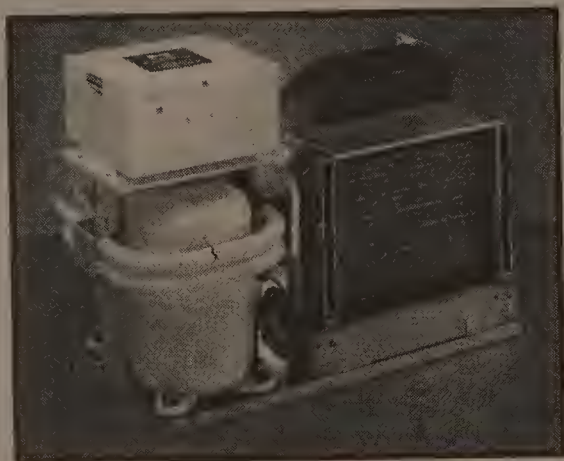
NON-SCENTS – "The Odor Buster" Great for boats, cars and homes.

A boat gets musty when closed up and that musty odor permeates everything including bedding, upholstery, fabrics, and even wood. With 100% natural **Non-Scents** you simply throw in a couple of granular bags which adsorb the odor, taking away and controlling the bad smell. The bags work great on head odors and even diesel odor. For tough odor problems, mist the liquid, N.O.C., on everything in the boat to breakdown odors.

After approximately six months of use, the bags can be rejuvenated for reuse with about 8-10 hours of direct sunlight.

No Chemicals • No Fragrance • No Perfume
Stop Smoke • Stop Waste • Stop Mildew
Kill Bacteria • Kill Pet Odors

VISIT YOUR NEAREST WEST MARINE OR BOAT US STORE
and ask for the famous ammonia demonstration
or contact LINDA WATKINS at 1-800-795-2025



Ocean Marine Self-Contained Marine Air Conditioning Systems

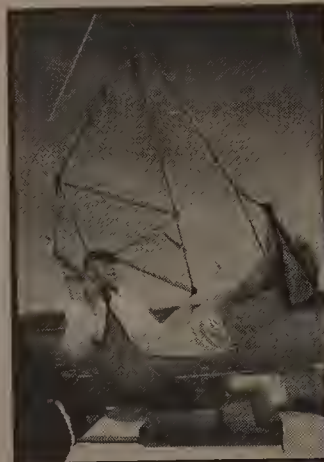
Ocean Marine's air conditioning systems are designed with one purpose: longer life. This means maximum performance with minimum maintenance and service.

They use the finest components and manufacturing techniques to provide a virtually indestructible product for the rigors of the marine environment.

Key features include: insulated stainless pan and welded stainless drains for durability, and the quietest, most efficient and highest quality compressor on the market.

For more information contact:

SWEDISH MARINE
320 W. Cutting Blvd.
Richmond, CA 94804
(510) 234-9566



Sea Swing

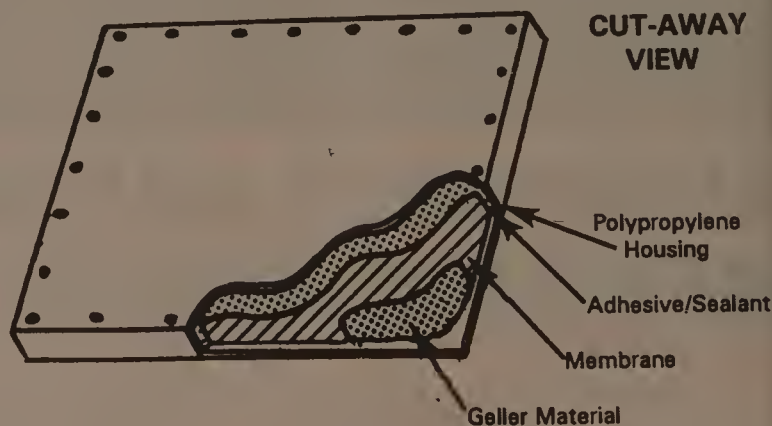
Products like **Sea Swing** have been enjoyed on patios, decks, porches and backyard trees for almost 20 years. But **Sea Swing** is the only one designed and manufactured by a boater for boaters with a marine environment in mind. The chair struts are made of plantation grown, second growth teak from Burma and are flat-sided to prevent the struts from rolling towards the scuppers and over the side while assembling the chair on deck. Brass fasteners are provided, giving you the option of permanently affixing the struts to the chair... not a bad idea if the wind comes up and you have left the chair hanging from the rigging while rowing the dinghy ashore. The rope and canvas are the best available for the marine environment and will last many years. **Sea Swing** comes in its own compact storage bag for stowing in the lazarette or forepeak. The standard colors are 'Sand Tan' and 'Royal (Sail Cover) Blue'. Twenty-one other designer colors are available for a small additional charge.

Unlike a hammock, **Sea Swing** needs only one attachment point, and the user can turn 360° at will. Sailors will find many innovative ways to hang the chair from the rigging. Hoisting the chair on the jib halyard, run through a snap shackle on the forestay, works well. I hang two chairs at once, using the jib and staysail halyards and stays. (Two chairs is a good idea because your Mate is going to make a beeline for the **Sea Swing** the minute you have safely docked or anchored.)

Sea Swing is \$129.00 plus \$10.00 same day handling and shipped by UPS to anywhere in the USA. Visa and MasterCard welcome. **Sea**

CAP'N JOHN

3248 Rose Valley Road
Kelso, WA 98626
1-800-434-0959



Barrier 20 Super Insulation Panels

Just 1" of Barrier 20 panel replaces 4" of conventional foam insulation. This provides the same insulating qualities while dramatically increasing the volume of your refrigerator/freezer. These high vacuum super insulation panels, developed by Glacier Bay, use the same principle as the common thermos for maximum performance. Now available for the first time to cruisers, the Barrier 20 panels bring 'at home' efficiency and reliability to your boat.

For more information contact:

SWEDISH MARINE
320 W. Cutting Blvd.
Richmond, CA 94804
(510) 234-9566

PRODUCT HIGHLIGHTS



Fuel Decontamination Units

ALGAE-X is the *Next Generation* of diesel fuel decontamination units now being marketed by De-Bug U.S.A., which introduced this technology to the U.S. in 1994. The LG-X1000 is designed to service engines in the 300-1000HP range, and the LG-X1200 for engines up to 1200HP. ALGAE-X units eliminate the problems associated with microbial contamination of diesel fuel which is commonly observed as fuel filters clogged with black slimy material and known as "algae".

The benefits of installing ALGAE-X units include: Preventing clogged filters and the need for tank cleaning; Increased engine, injector and pump life; Lower costs of maintenance and downtime; Reduced smoke and emissions; Enhanced engine performance; and Improved safety and reliability, without the use of biocides.

For additional information contact: William J. O'Connell

DE-BUG, U.S.A.

A Division of Enviro Response Products, Inc.

P.O. Box 4011, Ft. Myers Beach, FL 33932

e-mail: debug@ix.netcom.com

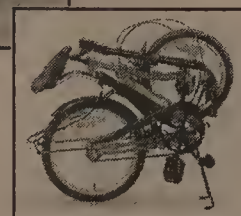
Internet website: <http://www.mglobal.com/debug.html>

800-40-DEBUG (33284)



The World's Best Bicycle for Cruisers

A DESIGN
BREAKTHROUGH
BY FOLDACYCLE®



For the ultimate mobility when in port, the convenience of the new Foldacycle can't be beat. Five speeds make riding easy. A sturdy rack is ideal for bringing groceries back to the dinghy. It folds into a compact, easily stored size in less than 10 seconds! Best of all its low price is easy on the cruising kitty.

Call to order or for a **FREE** brochure.
Risk free, 30-day money-back guarantee.

For more information contact:

FOLDACYCLE®

1933 Davis Street, Suite 204, San Leandro, CA 94577

(510) 569-8250

1-800-835-1956

"The Finest Yachting Vacations in the Islands"

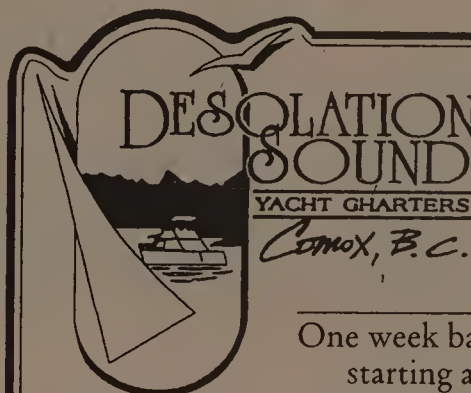
Secluded anchorages, sandy beaches, bustling resorts... the spectacular Gulf Islands and San Juan Islands

Bareboat & Skippered Charters
Powerboats & Sailboats 27' - 42'
Learn-to-Sail Vacations

High-Speed Service Boat
Holding Tanks in All Yachts
Plentiful Free Parking



2240 Harbour Rd. Box 2464L
Sidney, BC, Canada V8L 3Y3
Phone (604) 656-6644
Fax (604) 656-4935
1-800-226-3694



Discover magnificent
Desolation Sound &
Princess Louisa Inlet
on one of our
beautiful 25' - 45'
Sail or Power yachts.

One week bareboat charters
starting at U.S. \$600.

Desolation Sound Yacht Charters Ltd.

#201-1797 Comax Ave., Comax, B.C., Canada V9M3L9

(604) 339-7222 • FAX (604) 339-2217

SAIL THE SAN JUANS & CANADIAN GULF ISLANDS

from Bellingham in clean, well-equipped yachts.

Bareboat sailfleet includes Hunters from 32-43 ft.

Friendly, personal service. Located near international airport.

Only 8 miles to beautiful island anchorages.



2621 Harbor Loop #15 Bellingham, WA 98225
360-733-6636 800-542-8812 FAX 360-647-9664

Join our circle of American friends.

Combine your sailing vacation with a stay in Vancouver, rated North America's most exciting destination city. Stay on board in our marina for \$50 U.S. per day while you explore the delights of the city. Then head out into the world famous cruising grounds right at our doorstep.



BLUE PACIFIC YACHT CHARTERS

Call now for details:

(800) 237-2392

Fax (604) 682-2722

1519 Foreshore Walk, Granville Island,
Vancouver, B.C. Canada V6H 3X3

With reports this month on **A Wealth of Flotilla Charter Opportunities**, a look at **Quickie Charter Ideas for Monterey Bay**, the first of our **Three-Part Series on Chartering in Northern Europe** and miscellaneous **Charter Notes**.

Who's Going Where? A World of Overseas Flotillas to Join

Over the years, a growing number of *Latitude* readers have discovered the pleasures of vacationing aboard a bareboat or crewed yacht. Once they realize how incredibly fun it can be, and that the cost is normally no more than staying at a land-based resort, they usually become addicted. 'Yacht vacationing' becomes their number one vacation choice year after year. If you've yet to be initiated, perhaps it's time!

Here in the Bay Area, many sailing clubs (and a few yacht clubs) make it easy for the uninitiated to sample the yacht charter experience, by organizing annual bareboat flotilla trips to exotic overseas sailing venues. If you relish the idea of traveling with a

Flotilla sailing with like-minded voyagers definitely has its advantages. You've always got someone to race, chase and photograph.

group of like-minded sailors and letting someone else take responsibility for the travel details, take note of the following opportunities. All of these trips are open to non-members as well as members. If you're not qualified to skipper your own boat, not to worry. You can usually team up with others (who you'll have a chance to meet before the trip). In fact, we're told, it's more important to have a good attitude than to have impressive sailing credentials.

Cass' Marina isn't officially a sailing club, since owner Lois Keating-Fisher is a self-proclaimed maverick who 'hates joining anything'. But that doesn't keep her from organizing several foreign flotillas annually. In the past, Cass' trips have been purely for fun, but last month's flotilla (with GPSC) in Greece included instruction. Three boatloads of Cass' sailors somehow managed to complete their US Sailing bareboat cruising certifications while island-hopping through the Cyclades Islands.

In September (6 - 21), Cass' will have two boats cruising the 'Turquoise Coast' of Turkey (with Sunsail). Later, two of Cass' instructors will spend the entire month of February in the Virgin Islands, running four one-week instructional programs back-to-back (using boats from Ocean Incentives). Participants can complete their basic keelboat or bareboat cruising certifications in the process.

Club Nautique, with bases in Alameda and Sausalito, will have three boats cruising the British Virgin Islands October 11 - 24 (aboard Moorings boats). This is a time when the threat of tropical storms has abated but when anchorages are relatively empty.

In December, two boatloads of Nautiquers will participate in the Cortez Cup, December 7 - 12 out of La Paz, Mexico. Organized by The Moorings, the Cup is a six-day circuit through the Sea of Cortez planned with a mix of racing, exploring and partying. With teams entered from a variety of top sailing clubs, there will undoubtedly be those who'll focus on bringing home trophies, but for most the emphasis will simply be on sunny relaxation. A note in the race announcement sets the tone: "Those racers attempting to control ballast by lightening up on beer supplies will be disqualified on the grounds that they are

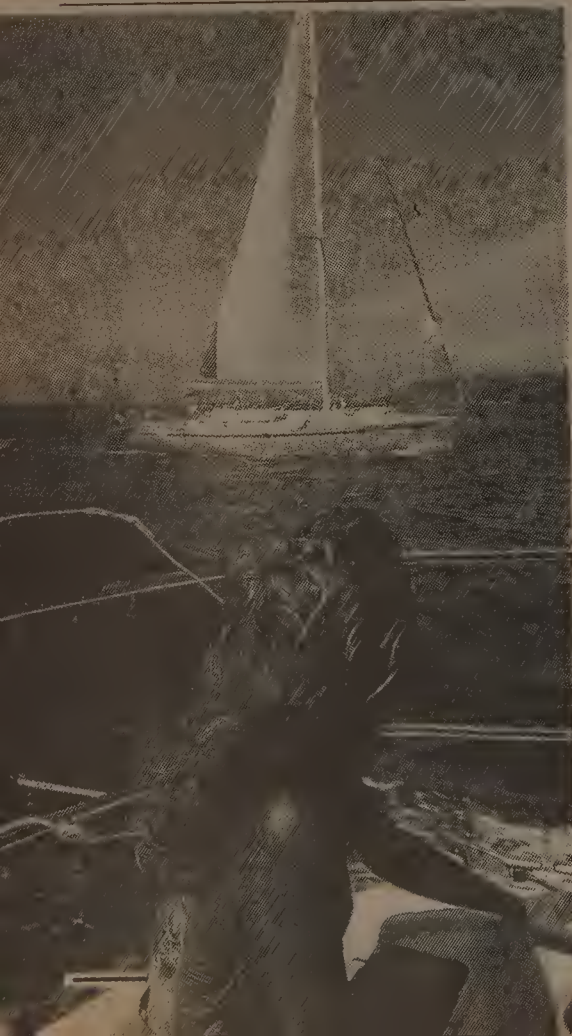
COURTESY THE MOORINGS

COURTESY STARDUST MARINE

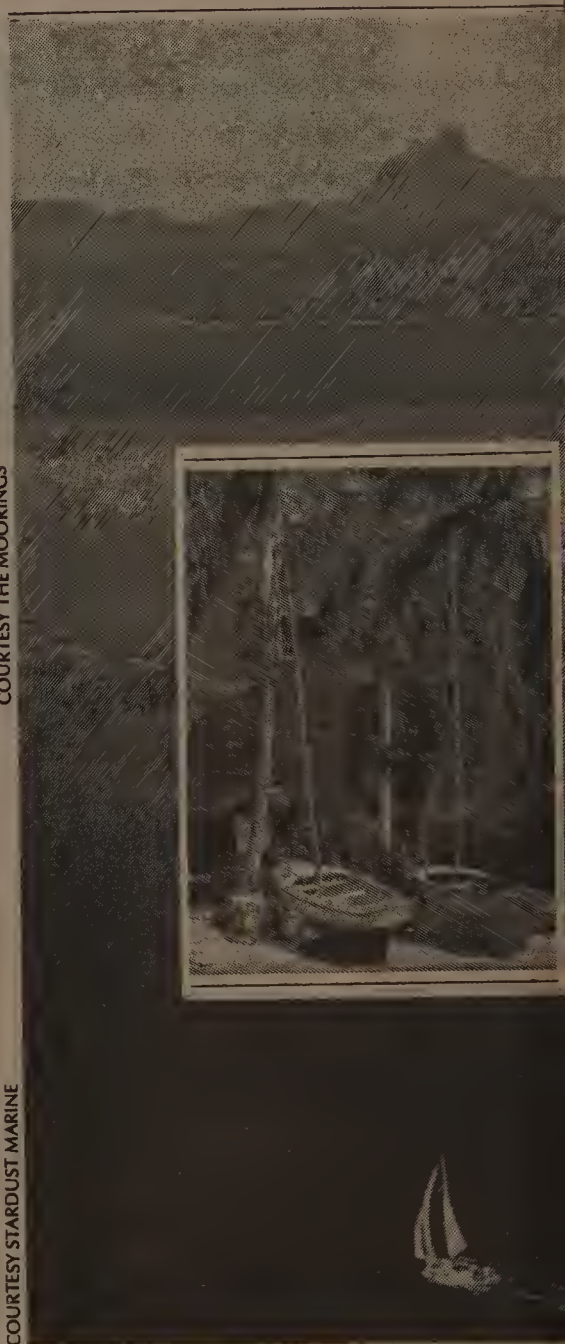
entirely too goal oriented."

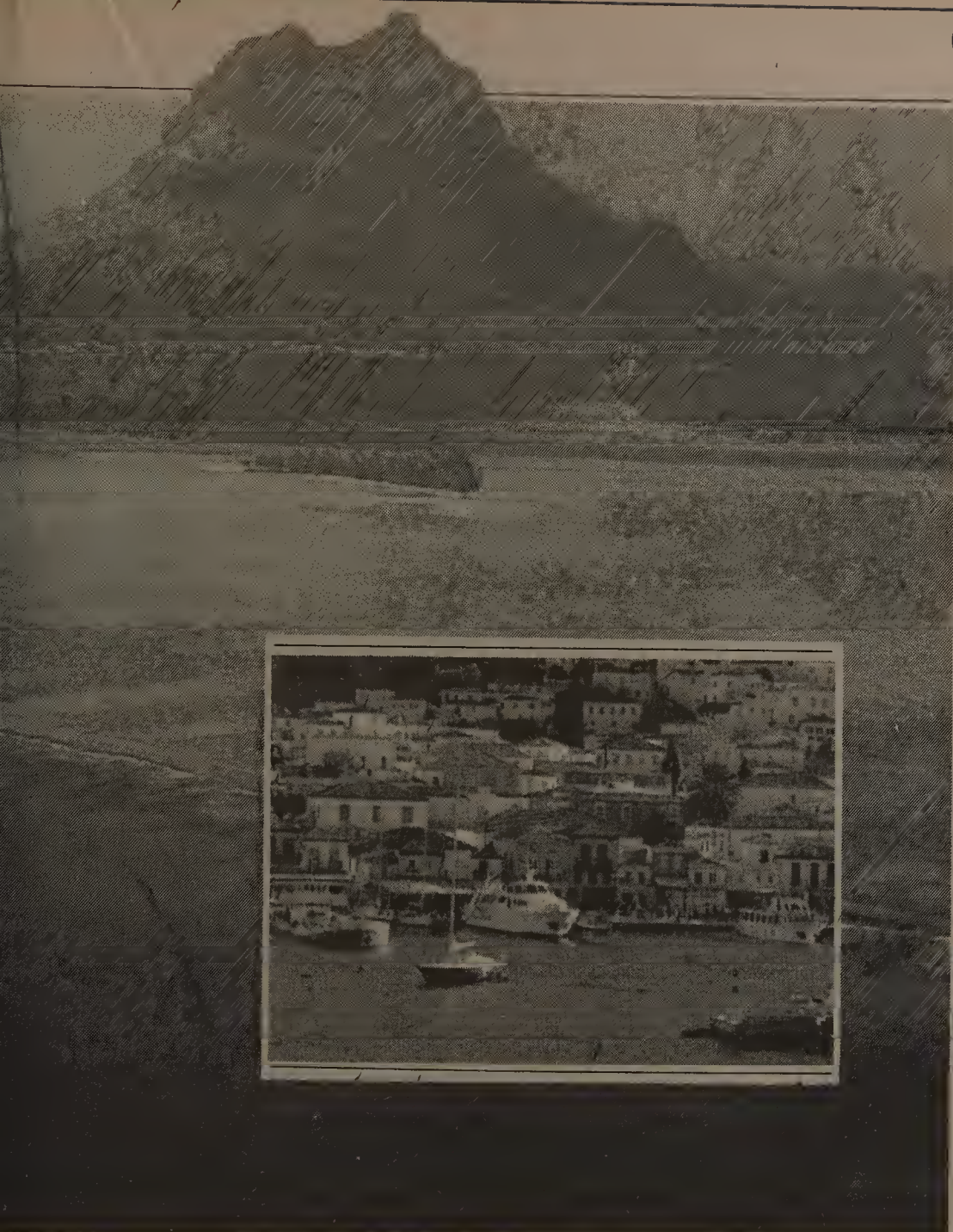
We understand Harbor Sailboats of San Diego, Blue Pacific Yacht Charters of Vancouver and Windworks of Seattle are also currently recruiting team members.

Modern Sailing of Sausalito will host a Thanksgiving trip to the Caribbean with three boatloads of Bay Area sailors. Dates are November 22 - December 5 for this Leeward Islands cruise out of St. Martin (aboard Stardust Yachts). They will run a flotilla to Tahiti in the spring, then to Turkey in the fall of 1997. Because many sailors are intrigued by the idea of co-chartering with other club members, Modern Sailing has formed an Offshore Charter Group which serves as a forum for would-be sailing partners to meet, sail together and judge each other's compatibility for charter trips (whether within a single boat or within a flotilla).



COURTESY STARDUST MARINE





Tahiti (spread), Grenada (left inset), Greece (right inset) . . . Take your pick from these destinations and more. If you're not ready to skipper a boat on your own, you can share the responsibilities and the fun on a flotilla charter.

Olympic Circle Sailing Center (OCSC) of Berkeley currently has five boatloads of sailors exploring the 'Friendly Kingdom' of Tonga. Meanwhile, openings are going fast for their September 7 - 21 flotilla to Greece. They'll fill a whopping nine boats full of eager sunseekers for this pleasure cruise through the Cyclades. In November, OCSC will conquer Mexico's Sea of Cortez, then the BVI next spring and Australia next summer. (All trips will use The Moorings' boats.)

Pacific Yachting & Sailing (of Santa Cruz) is currently taking reservations for their six-boat Thanksgiving flotilla to the British Virgins (10 days). Other trips on the menu include New Zealand, January 10 - 20, 1997

and another trip to the Virgins in April, all with The Moorings.

Bob Diamond probably has one of the most enviable jobs in the charter biz — he leads four or five flotilla charters each year for Spinnaker Sailing of Redwood City. Last month he took 14 people to Grenada. December 4 - 16 he'll fill six boats in the BVI; April 30 - May 12 he'll have three boats cruising the Leewards out of St. Martin; and August 10 - 26 a group of Spinnaker sailors will tour Australia and sail the Whitsundays. Sorry, as far as we know, Bob does not need someone to carry his sea bag.

As inviting as these trips are, we realize some travelers would rather not vacation in the company of like-minded Northern Californians. No problem. Virtually all major bareboat companies offer annual schedules of flotilla trips — particularly in the Aegean — which are open to sailors from all over the globe. While you'll have little or no advance knowledge of who your sailing companions

will be, the prospect of sharing adventure with foreign sailors can add an exciting new dynamic to your trip.

In either case, your inaugural flotilla trip will enhance your skills and confidence while giving you entree to a rewarding mode of overseas travel that you might never have attempted on your own.

— latitude/aet

You Know You're Cruisin' When You're 'Santa Cruzin'

We did our best last month to fill your heads with San Francisco Bay charter ideas, but ran out of room before discussing the enticing possibilities within Monterey Bay. According to Marc Kraft, owner of Pacific Yachting in Santa Cruz, there are two ways to enjoy sailing within the waters of this huge crescent bay: easy sailing inshore or more challenging sailing offshore.

The vast area which lies between Santa Cruz Point and Aptos generally has moderate breezes and gentle swells, making it ideal for leisurely daysails. As you move farther offshore, you'll find more challenging open ocean conditions with hefty winds and good-sized swells.

One of Marc's favorite plans for a laid-back day trip is sailing north from the Yacht Harbor, then anchoring off Cowell Beach — home of the famous Santa Cruz Beach Boardwalk. The legendary 'Steamer's Lane' surf break is just around the corner, where the boldest of board-riders dodge sea lions and craggy cliffs, beneath the shadow of Lighthouse Point.

COURTESY CPSC

COURTESY CAPITOLA WHARF



Like a hipper Sausalito — with a beach — the seaside village of Capitola is a worthwhile stop on Monterey Bay.

Once at anchor, you can take a dip in the Bay, do a bit of windsurfing outside the breakers or try your hand at surfing on

Cowell's famous rollers. When hunger strikes there are a dozen excellent seafood restaurants up on the pier, and for dessert you can choke down some cotton candy at the Boardwalk arcade. (The anchorage here is also suitable for overnights if you don't mind a gentle roll.)

Plan 'B' would be to sail south from the Yacht Harbor to Capitola, a quaint waterside town with a tastefully touristy nautical flair not unlike Sausalito. For a few bucks you can pick up a mooring and hang for the afternoon (or overnight). A local launch service runs until 9 p.m. to shuttle you ashore, where you'll find a variety of worthwhile bars, restaurants and shops — not to mention the broad sandy beach.

Naturally, the prime destination for a multiple-day getaway is Monterey. While not a trip for neophytes (or lovers of flat water), the stiff breezes and sizable swells you're likely to encounter en route can be a hoot for offshore sailing buffs. When you arrive, you can pull into a slip at the Monterey Municipal Marina (call on channel 16) or at the private Breakwater Cove Marina (reserve in advance at (408) 647-9402).

A visit to historic Cannery Row is the prime attraction. It's been 'upgraded' considerably since Steinbeck's day without losing its salty, rustic charm. If you're curious about the underwater world of the Monterey Marine Sanctuary, check out the highly acclaimed Monterey Bay Aquarium or take the more active approach and scuba dive while anchored in nearby Stillwater Cove. While you're there, the Cove's launch service can take you ashore to posh Pebble Beach Resort for an elegant lunch or cocktails (radio ahead).

Sounds good to us! So good, in fact that we plan to re-visit this area ourselves this month. We'll follow up with a full report. Stay tuned.

— latitude/aet

Unfamiliar Waters in Familiar Lands Chartering in Northern Europe, Part I

Bob Stedjee recently returned to the Bay Area after several years working in Europe. An avid sailor, Bob spent his leisure abroad exploring the waters of the British Isles, Scandinavia and other northern countries. We'll give you his highly informative report in three installments.

My first bit of advice has to do with timing. In most instances, unless you like crowds, I would skip the times between mid-July and mid-August. Most of Europe is

COURTESY EURODOLLAR



COURTESY BRITISH TOURISM



on vacation at that time. I would actually recommend June or late August for most areas. September can be very nice, however, the weather can be pretty rough at times (particularly in the north). Naturally, the farther north you go, the shorter the season (we'll talk about Scandinavia next month).

France: Although I would imagine that there are opportunities with smaller companies further south along the coast in yachting centers such as La Rochelle, the primary charter companies I am aware of are on the coast of Brittany and in Normandy.

Brittany is fascinating historically, with its Celtic archaeological sites. From a culinary point of view, it is home to the crepe and a variety of sea foods. When we talk about

Although you'll take your chances with the weather, The British Isles offer an enticing variety of inland and coastal waterways.

Brittany, we are basically discussing the western-most area of France. The sailing is challenging and not recommended for those with weak navigational skills. The coast is famous for its shipwrecks, tides, fog, and storms, but also for beautiful sailing areas such as the Golfe du Morbihan with its many islands and wooded shores, as well as its fast and complex tidal currents. Another beautiful area is the Rade de Brest, home once again this year to the traditional boat show, Brest '96. I was at Brest '92 and it was terrific.

Other possible sailing goals are the Iles de Glenan and Belle Ile, just off the coast, and the Baie de Douarnenez. Unfortunately the



COURTESY SUNSAIL

Normandy where the D-Day landing took place as well as lovely harbors such as Honfleur, which lies at the mouth of the Seine.

Besides the usual sources for general information, such as the national or regional tourist agencies (French Government Tourist Office, 610 Fifth St., NY, NY 10021), you might also see if you can get an issue of *Voile & Voiliers* (21 rue du Faubourg Saint Antoine, 75550 Paris). The British boating magazine *Practical Boat Owner* (available locally) has a book service which includes pilots for the area.

England: England offers a number of opportunities including those offered by Sunsail out of Portsmouth on the south coast and Largs on the west coast of Scotland. Another charter company I am aware of is EME (Marina house, Falmouth Yacht Marina, Falmouth, Cornwall TR11 2TD). The country offers a wide variety of opportunities from the south coast with its tides and yachting tradition, to the east coast with its shallow 'swathways', to Scotland with its lochs, to Bristol with its 40' tides. I can't say I found Cowes the most exciting place I ever visited, but if you're in a boat you almost have to go there — and I'm glad I did.

An interesting option for sailing in England is to take a course with an RYA (Royal Yachting Association) recognized school. These can be anything from local affairs to trips across to France, the Netherlands or even the Shetland Islands. The mood is friendly. Part of the goal is to make it pleasant so that people will want to attend them, but at the same time you can learn a lot. You stay on the boat for the entire time and in doing so, you get to know the locals who are taking the course with you (and teaching it as well). Among the other advantages is that they know the best pubs! I did this on the south coast with Teign Sailing and enjoyed myself greatly.

I also learned how to moor the boat using some rather different schemes which are employed there and picked up a few other new skills as well. There are schools all over Great Britain and even on the Channel Islands. So if you want to sail the French coast with experts who also speak English, this may be for you.

For a list of schools, you can contact the Royal Yachting Association (RYA House, Romsey Rd. Eastleigh, Hampshire SO50 9YA). You could also contact the British Tourist Authority, World Trade Center, Suite

450, 350 South Figueroa St., Los Angeles, CA 90071. Check out *Practical Boat Owner* or *Yachting Monthly* at your local marine book store for other charter listings.

Ireland: I'm not an expert on sailing in Ireland, but I can tell you that the west coast of Ireland is extremely beautiful and rugged, and that friends who have sailed there said it was great. Contact the following companies about charters: Charter Fastnet Ltd, 3 The Oval, Gouldavoher, Limerick; Yachting International, Ireland, 44 Kilbane, Castleroy, Co. Limerick; Shannon Sailing Ltd. Callista, Dromineer, Nenagh, Co., Tipperary. The latter offers boats on an inland lake, Lough Derg. I was actually there, albeit in a canal boat, and it was very pretty and a good choice if you want to do some fishing as well.

Contact the Irish Tourist Board for general info and more charter firm listings: Irish Tourist Board, 625 Market, Suite 502, San Francisco, CA 94106.

— bob stedjee

Charter Notes

Since the humble beginnings of the bareboat industry in the late '60s, there has been an ebb and flow of growth and expansion among the players.

Over the years, many small firms have steadily grown while a number of their mid-sized competitors have gone bust. Meanwhile, large firms with solid backing have become charter giants through foreign acquisitions and joint marketing arrangements.

In addition to the phenomenal successes of **The Moorings** and **Sunsail** — the world's largest charter operators — **Sun Yachts** has undergone an amazing expansion during recent years. Having begun as a modest single-owner firm with bases in Maine and Antigua, Sun now has bases in several South Pacific locations and has expanded its Caribbean presence to include St. Martin and Tortola in recent years.

Sun's latest news, however, is that they have entered into a joint marketing arrangement with **Stardust Marine** of Paris — Europe's largest charter outfit. The net result will be that Sun will now market charters from existing Stardust bases in the Windwards (Guadeloupe, Martinique and the Grenadines) and the Med (Greece, Turkey and the Balearics) while Stardust markets Sun's existing products to Europeans. Talk about global economics!

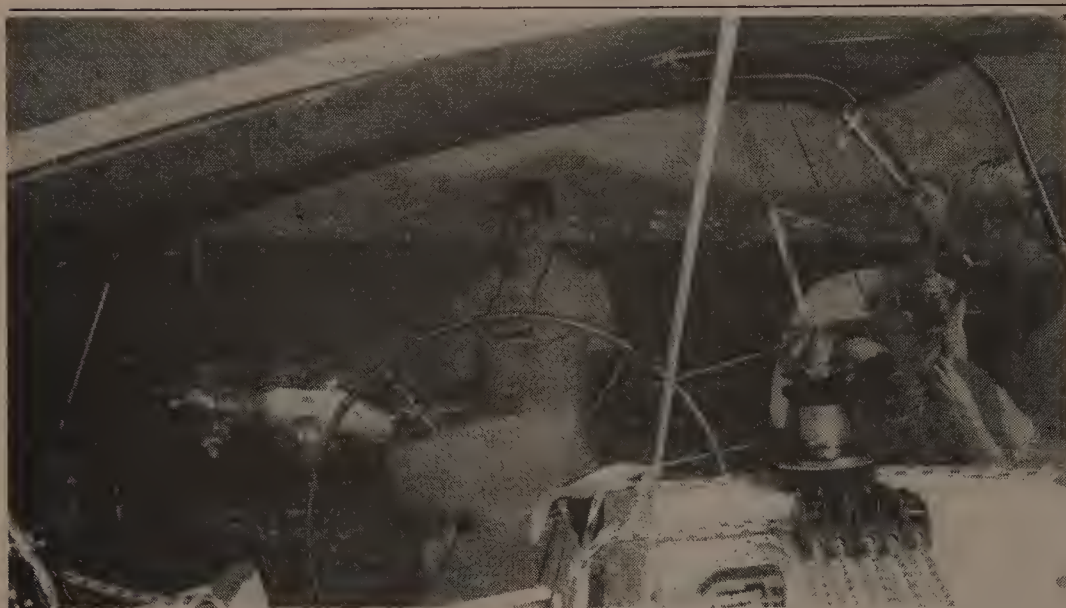
Both firms currently have bases in Tortola, BVI and Tahiti, which will be consolidated under Sun management.

wonderful museum of the sea there just declared bankruptcy, but the area is still worth a visit. The two charter firms on this coast are Moorings (800) 535-7289, in the south of Brittany, and Sunsail (800) 327-2276, more or less in the middle.

As I said though, with the rocky coast and high tides (the range can be around 25' at Brest), it is definitely a challenging area.

Another area with severe tides, but probably not quite as many rocks is Normandy. There are many well-known harbors popular among both the French and British including St. Malo and Cancale. Actually the location of the charter firm Lespesquex Voile, s.a. (3 rue Clement Desmaisons, 50400 Granville) puts you in a good position to explore the north Brittany coast as well. To the east of Cherbourg lies the part of

WORLD OF CHARTERING



COURTESY SUN YACHTS

In the same breath, Sun has announced the opening (this fall) of a new charter base at Fajardo, Puerto Rico — the first in the territory. The base gives access to the 'Spanish Virgins', a cluster of small islands and uninhabited cays scattered off P.R.'s eastern shore. An enticement to visit them will be that one-way charters will be offered from the British Virgin Islands allowing you to explore the U.S. Virgins as well as the

A notable attraction of Sun Yachts' new base on the east coast of Puerto Rico is that charterers can sail there one-way from the British Virgins.

Spanish Virgins en route.

Meanwhile, **Sunsail** is reportedly doing a brisk business out of their new U.S. base at Annapolis, MD, where 10 new Hunters line the dock. The firm relocated to this sailing mecca from Florida in order to be closer to their clientele.

Some Bay Area sailors may have heard through the rumor mill that **The Moorings** has sold its operations in Turkey. While this is true, potential Aegean travelers should understand that the move was simply a matter of restructuring, and has nothing to do with Turkish politics, as some might imagine. From our own 'investigations' last summer we found Turkey to be extremely friendly and a relatively stable place.

And while The Moorings no longer owns their former Turkish bases, they will soon be marketing the destination again for the new owners, with full assurances of quality. (In fact, fleets will be made up of late-model Moorings boats.)

In the South Pacific, The Moorings is concentrating on expanding their fleets in existing locations — Tonga, Fiji and New Zealand — before opening any additional bases.

The bottom line seems to be that the charter industry is strong and getting stronger, as more and more sailors get hooked on the habit!

— latitude/aet

BVI? BEEN THERE...DONE THAT??

It's time to sail Greece • Turkey • Sardinia • France



When it's time to broaden your horizons and take in a little culture and history along with your sun, salt air and warm breeze, it's time to try the Med. Call GPSC today for a FREE color brochure to learn more about our islands.

1996 FALL FLOTILLAS

GPSC Fun Flotillas — See the best of the Soronics... a real bargain! Sept. 7-20 • Sept. 28-Oct. 11 • \$1,995/person

Sailing Singles Flotilla — Travel without the burden of high single supplemental cost! Sept. 26-Oct. 9 • \$2,479/person

Archaeology Flotilla — An in-depth look at the history, mythology & ancient culture of archaeological remains of the Cyclades & Soronic Islands. Oct. 12-25 • \$2,350/person

Cruising World Adventure Charter — Sept. 15-28 • \$2,990/person **The Hidden Cyclades Flotilla** — Sept. 4-17 • \$2,600/person

"Take-It-All-Home Photography" Flotilla — Oct. 7-20 • \$2,250/person

Turkish Fantasy Flotilla — Sept. 21-Oct. 2 • \$2,395/person

Young at Heart Flotilla — Oct. 9-22 • \$2,250/person

Bareboats Available too!

CONTACT:

GPSC Charters, Ltd., 5001 St. Andrews Road, Fajardo, PR 06230

for Yachting: 800/SEAN SUN or 800/323-6786
215/247-3903 215/247-3905 (fax)

for Travel: 800/633-GPSC or 800/633-4272
215/247-3035

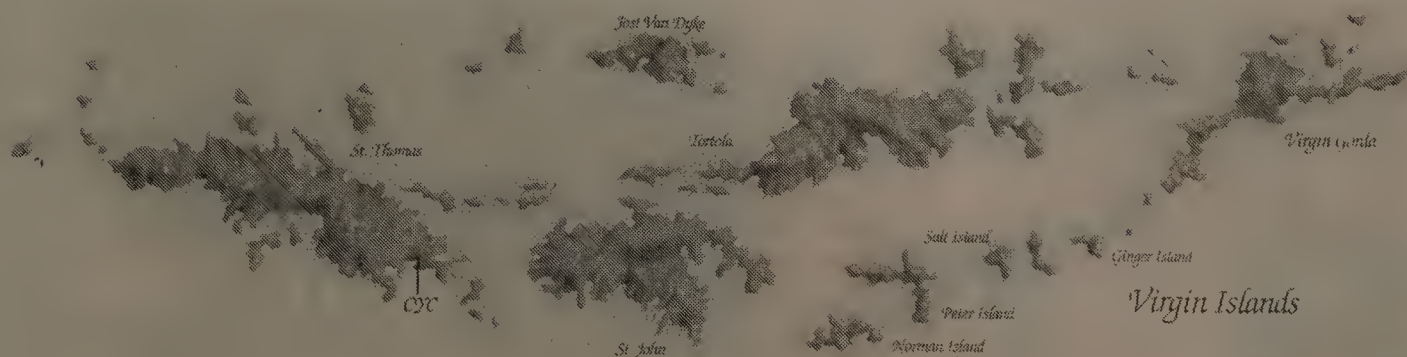
AVAILABLE:

60 min. Video on Sailing in Greece
Complete GPSC
Charter Guide

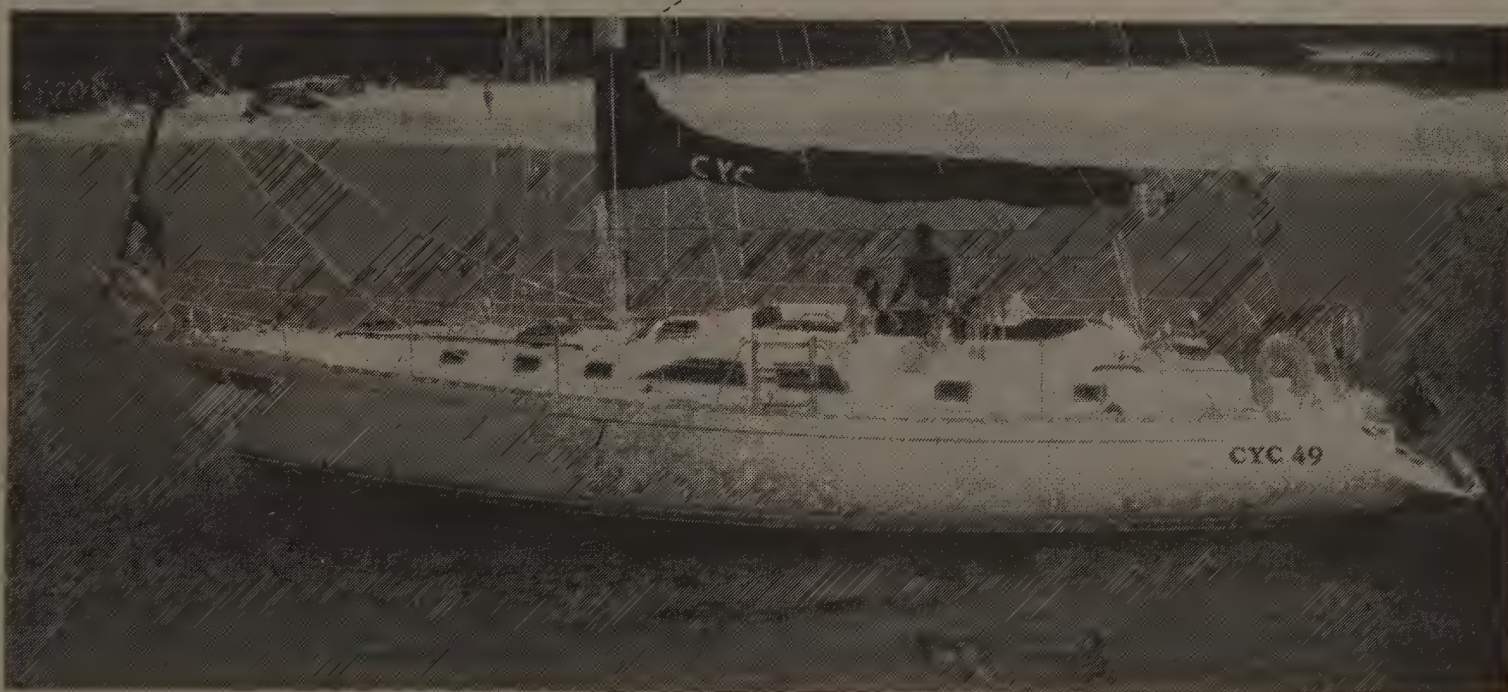
2,000 MYTHICAL ISLANDS. 10,000 MILES OF COASTLINE. THE CLEANEST, PUREST WATERS IN EUROPE.

MORE THAN 60,000 BEACHES. 330 DAYS OF SUNSHINE EVERY YEAR. 1,200 ARCHAEOLOGICAL SITES

In Twenty-Six Years Of Sailing,
We've Only Covered Thirty-Eight Miles.



In Seven Days, You'll Know Them Well.



There are many charter destinations in this world, but only one true charter paradise – the Virgin Islands. A mere 38 miles from end to end. Sheltered. Warm. Easy to get to. Even easier to come back to.

At CYC, we offer the Virgin Islands and only the Virgin Islands. In fact, we're the U.S. Virgin Island's *largest* charter company. Which means no one else can bring you here without worry and with so much pleasure.

That pleasure begins the moment you step aboard any of our custom designed world-class cruising yachts. Designed by the likes of

German Frers and Sparkman & Stephens, they are far above anything offered by other charter organizations.

Even traveling here is a pleasure. Our St. Thomas east end location means easy connections for West Coast sailors! Time slows down faster when you get here sooner.

So, before you book your next charter, consider the difference 26 years can make.

The CYC difference.

1-800-225-2520



CARIBBEAN YACHT CHARTERS

P.O. Box 583 • Marblehead, MA 01945 • Fax (617) 639-0216

The Best!




Chesapeake Caribbean Bahamas Thailand Tonga
Australia New Zealand Greece Turkey

It is a **pot of coffee** delivered to your yacht.
It is answering **'Yes'** before you ask the question.
It is a **Commitment** to being the best.
It is **650 yachts** at **37 bases** around the World
And, it is the best **value** for your money.
It is your Sunsail Vacation.
Please call...

1-800-327-2276

Fax (410) 280-2406

 **Sunsail**
SAILING VACATIONS
For the time of your life

Experience the Adventure of Traditional Sailing Aboard the Vessel
HAWAIIAN CHIEFTAIN
A 1790s styled 103-ft square-rigged topsail ketch



★ **Sunset Sails** ★ Every Wed., Thurs. & Fri. from \$25 6-9pm
Our most popular sail! Incl. complimentary hors d'oeuvres & beverages.
★ **Live Jazz, Blues & Reggae Brunches** ★ Every Sun. 10am-1pm \$45
Enjoy live music, great sailing, a lavish buffet brunch & beverages.

★ **Monterey** ★

Sloat Landing Reenactment ★ Sun. July 7 8:30am-12pm \$45

Sail with the *Californian* ★ Sun. July 7 12-3 pm \$45

★ **Bodega Bay** ★ Sailing from The Inn at the Tides

Bodega Bay Day Sail ★ Sat. July 27 12-4pm \$45

Bodega Bay Sunset Sail ★ Sat. July 27 5-8pm \$30

Bodega Bay to Fort Ross ★ Sun. July 28 8am-7pm \$75

Living History Day Sail with the *Californian*. Incl. cont. breakfast & lunch.

★ **Sail Training Bay Sail** ★ Aug. 3 & Sept. 7 9am-1pm \$45

Take the helm, man the braces or just sit back and relax. Incl. buffet lunch.

Available for Private Charters, accommodating up to 47 passengers.

Reservations Required 415-331-3214 Marina Plaza Harbor, Sausalito



**GREEK
ISLANDS**
Albatross

SINCE 1982

SUMMER 1996

• QUALITY YACHTS 30-65 FT • BAREBOAT OR CREWED
• WE HANDLE ALL TRAVEL ARRANGEMENTS

CALL ABOUT...

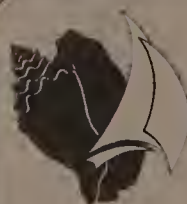
ATHENS - RHODES FLOTILLAS
September 5-18 • September 17-30
\$2,780

LAST MINUTE CHARTERER'S DISCOUNTS
CHARTER 14 DAYS,
GET ONE DAY FREE!!

Cost all inclusive (Airfare from JFK, hotels, etc.)



Albatross PYCC
(800) 377-8877



Conch Charters Ltd
British Virgin Islands

Bareboat/skippered
sailboats 30'-65'

Why shell out a fortune?

Call Conch Charters Ltd.
(809) 494-4868 • Fax (809) 494-5793

P.O. Box 920, Road Town,
Tortola, British Virgin Islands

It's Only A Short Clip From Here To Any Of These Fabulous Moorings Sailing Destinations.



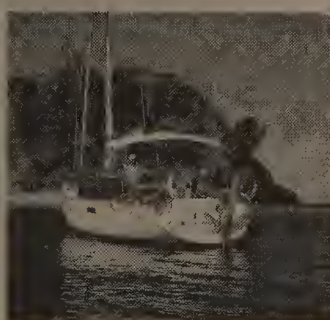
Your Passport To A Whole New World Of Sailing! The Moorings Sailing Experience Résumé



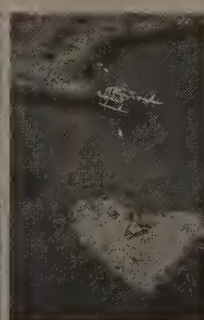
Tahiti



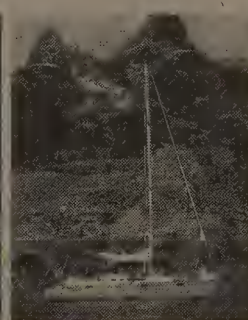
Tonga



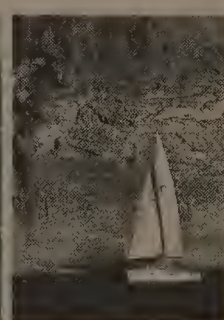
New Zealand



Australia



Fiji



Mexico

Call 1-800-535-7289
for more information on FREE DAYS
and special summer rates.

You may already pre-qualify to bareboat charter. Return this completed form to The Moorings to receive your charter qualification status.

Name (Please Print) _____

Address _____

City _____

State _____ Zip _____

Home Phone: Area Code (____) _____

Business Phone: Area Code (____) _____

Signature _____

Date _____

MAIL TO: The Moorings
19345 US Hwy 19 N, 4th Floor
Clearwater, FL 34624-3147

1. Primary sailing areas _____

2. Number of years actively skippering _____

3. Largest sailboat actively skippered _____
days _____

4. List other boats frequently skippered:

Size/type _____ # days _____

Size/type _____ # days _____

Size/type _____ # days _____

5. Anchoring (indicate number of experiences):

Mooring pickup _____ Single bow anchors _____

Double bow anchors _____ Bow & stern anchors _____

Docking _____

6. Navigation (working knowledge):

Coastal navigation (sufficient for chartering in most cruising areas) _____

Passage planning _____

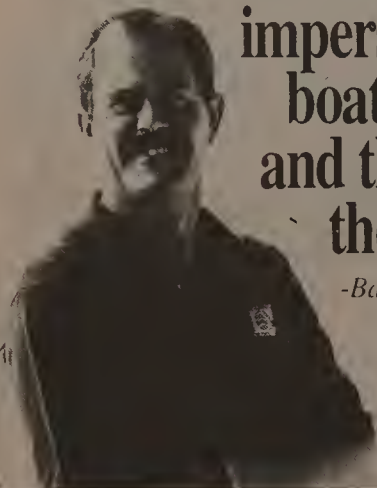

The Moorings®

The Best Sailing Vacations In The World!

L38-5/96

"TMM isn't one of those big impersonal charter boat operations... and that makes all the difference."

-Barney Crook, president of TMM for 14 years, lives and sails in the beautiful British Virgin Islands. Let him show you around his backyard.



Tortola Marine Management Bareboat Vacations in the British Virgin Islands have always been more personal. Our knowledgeable, friendly staff, pristine fleet of modern cruising yachts (mono hulls & cats) and affordable prices will impress you. And if you like, we'll even arrange for a captain or cook on board for part or all of your sail. Call toll free for information and a color brochure.



1-800-633-0155

VALKYRIEN CHARTERS

Classic 78-foot Staysail Schooner Available for Bay Charters

Six passengers maximum

Certified Massage Available Onboard

Custom Catering Available



(510) 523-7522

Argosy Venture

CLASSY CHARTERS, EXPEDITIONS
NO DESTINATION TOO FAR

HOLIDAY
CHARTERS

415 952 4168



Tropical Adventure Flotilla

Sail Tahiti

from **\$2,495** PP

November 1-15, 1996

Join Us!

10 Days Sailing 35' - 44' Beneteau
Round Trip Airfare LA Departure
3 Nights Accommodation
Transfers / Insurance
Split Provisioning
DSVC Staff
FUN!

The Moorings



#201- 1797 Comox Ave., Comox, BC, Canada V9M 3L9
(604) 339-7222 FAX (604) 339-2217
<http://www.ark.com/~charter> E-Mail charter@mars.ark.com

SAIL SAN DIEGO

Beautiful Weather, Sunny Skies, Gentle Breezes

Sail and Power 28' to 43'

Sail to Catalina Island, Mexican islands or in our 13 mile bay

800-456-0222



Located in Marina Cortez
1880 HARBOR ISLAND DRIVE
SAN DIEGO, CA 92101

CHARTER BY THE DAY-WEEK-MONTH • FREE AIRPORT SHUTTLE 6AM-MIDNIGHT

Ocean 71 Second Life

now reserving

PRIVATE CHARTERS

ceremonies • yacht racing parties • corporate events



regularly scheduled sunset cruises \$35
leave Sausalito Tues. & Thurs. 5:30 pm

1-800-762-5341

USCG Certified for 49 Passengers

SCHOONER EXPEDITIONS



Sail the classic
wooden schooner

Marmel.

Join Captain

Alan Olson

for private charter
(up to six people).

(415) 331-1282 • Sausalito

HOURLY, OVERNIGHT, COASTAL & CUSTOM CHARTERS

*Right Now
is the
Best Time
to Sail the
Islands
of
TAHITI*



Summer Bareboat Special **\$1,335 to \$1,495**

per person share double cabin

Price Includes: Air from Los Angeles to Raiatea

Based on a group of 6 or 8 passengers per yacht for 1 week

Transfers & fuel

In a 1 week charter from our base in Raiatea,
you can sail to the magical islands of Bora Bora, Huahine and Tahaa

Get Your Group Together and Book Now!
1-800-634-8822



Fly the Friendly French Airline

One of the largest yacht charter companies in the world.



THE RACING

With reports this month on Melissa Purdy's win at the **Santa Maria Cup**; one boat's view of the **Drake's Bay Race**; the Memorial Day Weekend **Leukemia Cup**, a race for a good cause; the latest winners of the **Beer Can Challenge**; news from the mellow **Lake Circuit**; a look at this year's **Woodies Invitational**; and reports on the smallish **South Tower Race** and the Santa Cruz YC-hosted **Olson 30 Nationals**. The usual glut of **box scores** and **race notes**, including the 48 entries in Encinal YC's upcoming **Santa Barbara Race**, rounds out the column.

Purdy Takes Santa Maria Cup

Tiburon's Melissa Purdy, former mainsheet trimmer on *America*³, burst onto the big-time international women's match racing scene by sweeping the BOAT/US Santa Maria Cup in near-perfect form. Her single defeat in the prestigious all-women competition, held in early June in J/22s in Annapolis, came at the capable hands of Betsy Alison, the four-time Rolex Yachts-woman of the Year.

Ten teams competed in the sixth annual event, which is arguably the most significant

semis, while Alison likewise made short work out of Klaartje Zuiderbaan of Holland. Riley, a past Santa Maria Cup winner, went on to finish third in the regatta.

In the finals, Purdy breezed through the first race, as Alison never recovered from a pre-start foul. However, in the second heat, Alison passed Purdy at the leeward mark, going on to even the score at 1-1. Purdy ran away with the last race, however, to claim the title and with it, an invitation to the Brut Cup of New York in late August. Melissa's victorious crew consisted of tactician Hannah Swett, Joan Touchette and Whitney Conner.

We tried to find Purdy to get the lowdown on the regatta, but she's out of town again — this time cruising in the Mediterranean. What a life! "Melissa's normally pretty low-key," said her brother Tom. "But I can tell you, she was really jazzed about winning this one!"

Other than Purdy's awesome 13-1 performance, the big news to come out of this year's Santa Maria Cup was the formation of the Women's International Match Race Association. The ultimate goal of the new group is inclusion as the eleventh discipline in the 2000 Olympics at Sydney.

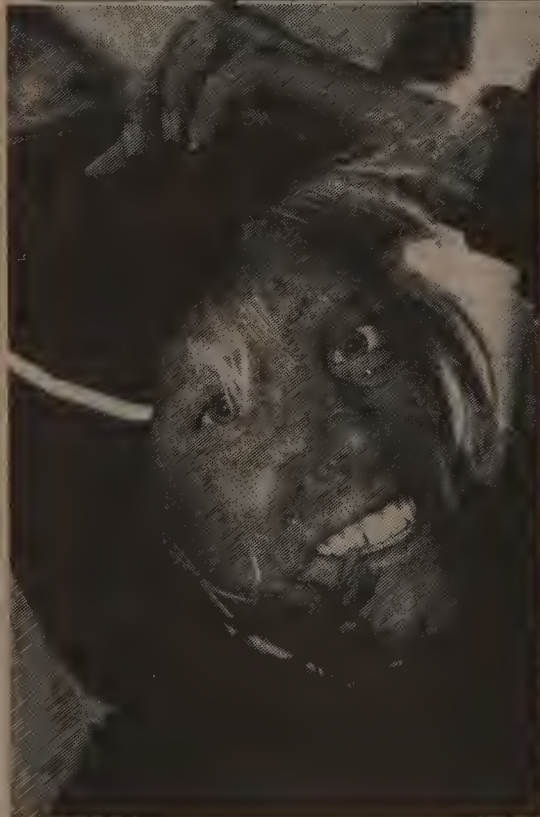
"Why Are They Doing This to Me?" (Drake's Bay Race)

Some days I should just stay on the trailer. Corinthian YC's Drake's Bay Race on June 8-9 was one of them. The crew got to Golden Gate YC, put my blocks and strings on and headed out to the start. . . only my main halyard shackle wasn't secure. Naturally, the main came down and the halyard went to the top of the mast. Back to the dock! I'm fractionally rigged, so there was no way to haul someone up to get the halyard. Fortunately, a really nice young man at GGYC climbed my mast, retrieved the halyard, and we were ready to go again. Hey, only ten minutes late! The ride out the Gate was fun, and we got to watch all the other boats in front of us.

Up ahead at Bonita there was this great big wind hole. Our goofy tactician sails us straight into it! Gee, I guess he wanted to be close to the other boats. A few hours later,

we were off again. The wind built, and eventually we had the #4 up for the slog to the finish. We watched the committee boat take off as we were about 15 minutes from the line. The only good part was passing another Express 27.

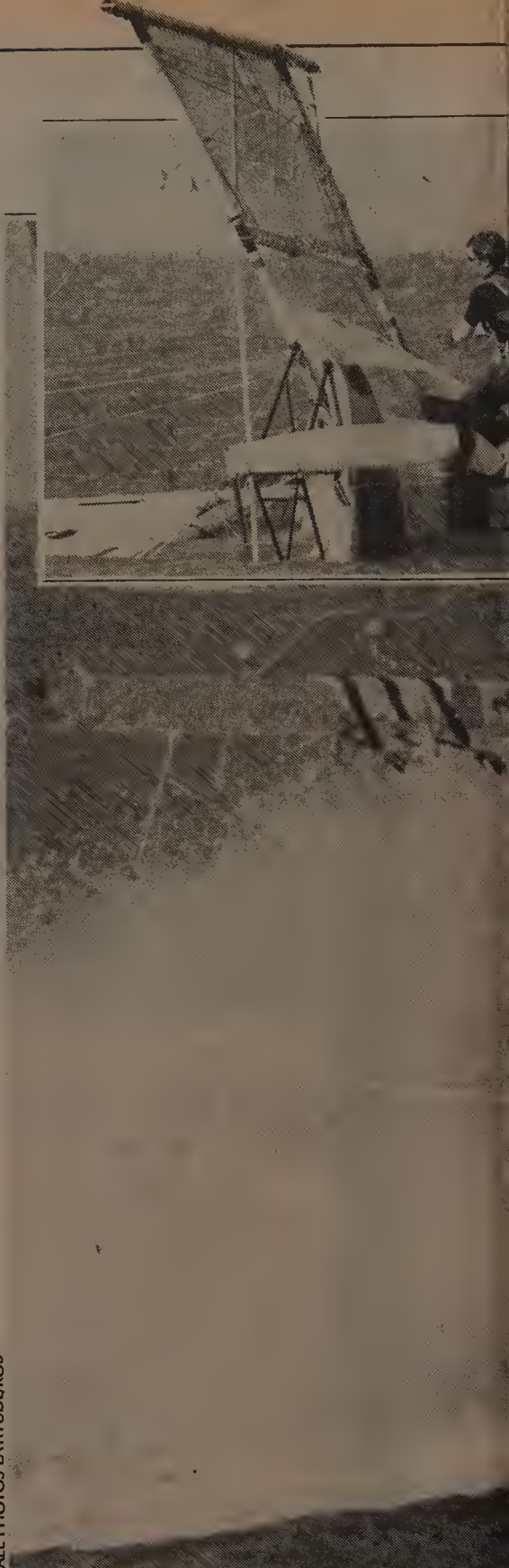
After a long windy night, Sunday promised to be a great ride home. My owner doesn't raise the kite right at the start — is the guy finally getting smart? All was going fine, so the kite finally goes up. . . 12, 13, 14, 15 knots. This is fun! Uh oh, time to jibe. Smarter than usual, the crew elects to chicken jibe. About 30 minutes later — *bang*, the kite blows up. The dummies had the .6



A star is born: Melissa Purdy.

COURTESY TOM PURDY

ALL PHOTOS LATITUDE/ROB



women's match racing forum in the country. Purdy destroyed all comers in the round-robin competition, taking a 9-0 record into the semifinals. Alison, meanwhile, went 8-1 with her only loss courtesy of Melissa. Purdy then quickly dispatched Dawn Riley in the



Ups and downs of skiff sailing: helmsman Morgan Larson, middle crew Kevin Hall and bowman Mark Mendelblatt (wearing helmet) were training last month on the Citifront in the McKee brother's old Aussie 18. The trio — all former collegiate All-Americans — has been invited to sail on this year's 18-Foot Skiff International Grand Prix tour. Currently they're racing in England, and they will follow the circuit down to Australia this fall. If all goes well, the regatta promoters plan to bring the 18-Footers to the Bay next summer (as well as the Gorge). "If that happens, we'll be in on the ground floor," figures Morgan. "If it doesn't — well, sailing 18s is still a rush. It's so much fun it ought to be illegal!"

poly up, so the sailmaker gets richer and I don't get my new halyards!

The crew now decides to sail with just white sails, which is okay — we're still hitting 13s and 14s! But a mile from Bonita, we slide down a big wave and the driver blows it, sending us into a full broach with lots of

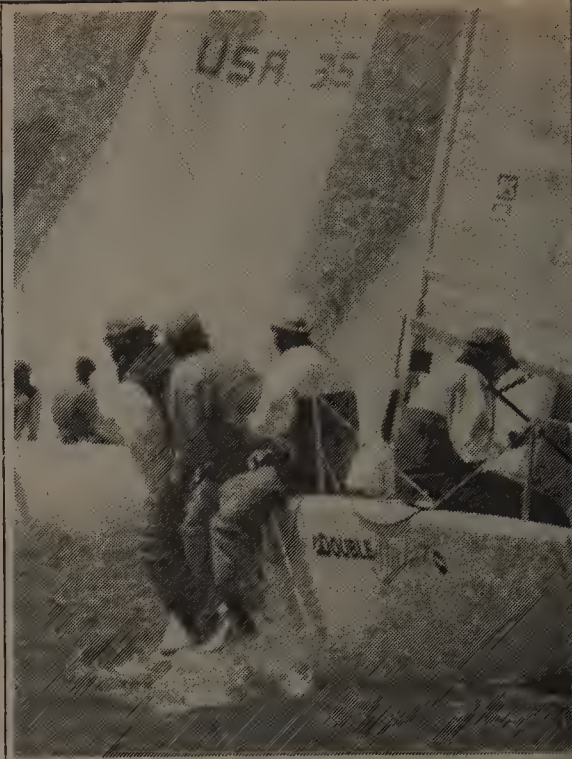
green water washing over me. The driver, obviously upset with his performance, chooses to leave us at this point. Someone else grabs the tiller, another crew pitches the lifesling into the water, and we circle back to retrieve our swimmer. Four minutes later, we pick him up on my leeward side — why is he

the only person on board not wearing a PFD?

Frankly, I did a fine job of taking care of this crew all weekend. For my efforts, they take me back to Alameda, put me on the trailer, and don't even wash me down. . . Two weeks from now, it's the Hard Day's Night. Geez, I wonder what these guys will do to me then?

— 'jaded lover', *express 27*

PHRO I (lite) — 1) *Oaxaca*, SC 50, Dick & Patti Cranor, 7 points; 2) *Pegasus XIV*, Newland 368, Dan & Linda Newland, 7.75; 3) *Petard*, Farr 36,



Keith Buck, 10; 4) **Springbok**, Hylas 42, Martin Brauns, 10.75; 5) **Dolphin Dance**, SC 50, Dave Sallows, 11. (16 boats)

PHRO II (heavy) — 1) **Grey Eagle**, Valiant 40, William Stephens, 2.75 points; 2) (tie) **Dance Away**, Santana 35, Doug Storkovitch, and **Island Girl**, Islander 36, Frank Burkhart, 6; 4) **Chorus**, Kettenburg 38, Peter English, 6.75. (10 boats)

MORA I (lite) — 1) **Friday**, Express 27, John Liebenberg, 4 points; 2) **Baffett**, Express 27,

Baffico/Baskett, 4.75; 5) **WYSIWYG**, Olson 30, Don Martin, 5.75. (9 boats)

MORA II (heavy) — (tie) **'Two Tone Betty'**, Ranger 23-TM, Mike Warren, and **Roadhouse Blues**, Hawkfarm, Bentsen/Boschma, 3.75 points; 3) (tie) **Freewind**, Cal 9.2, Don & Betty Lessley, and **Latin Lass**, Catalina 27, Bill Chapman, 8. (8 boats)

SHS (shorthanded) — 1) **Erin**, Antrim 30+, Dan Buhler, 1.5 points; 2) **Grey Ghost**, Zaal 38, Doug Grant, 4. (5 boats)

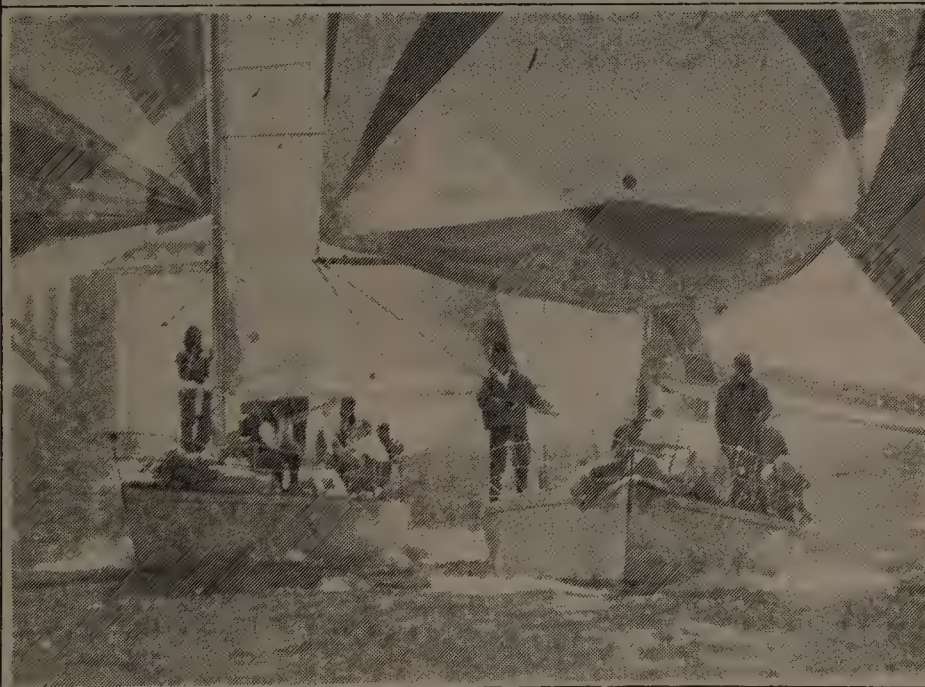
Racing for the cure — scenes from the Leukemia Cup. All photos 'Latitude'/jr.

CRUZ (motor allowance) — 1) **Jasmine**, Union 36, Bob Hungerford. (1 boat)

Leukemia Cup

Held in beautiful conditions on May 25-26, the second annual Leukemia Cup was a

RACING SHEET



big success both on and off the water. While the 90 assembled boats enjoyed a typical St. Francis YC-hosted springtime Cityfront series — nice wind, decent race management, classy parties — it was the charitable angle that made this regatta memorable. "We raised over \$24,000 for the Leukemia Society," said Jennifer Priestley, who works locally for that group. "We also raised awareness about our cause among the sail-

ing community — and everyone had fun in the process!"

This was one of 17 Leukemia Cup regattas around the country now, thanks in large part to the energy and enthusiasm of national regatta chairman Gary Jobson. Each regatta raises funds through live and silent auctions, raffle tickets and charitable contributions. For the second year in a row, the ubiquitous 11:Metre Ronstan was the

most generous boat, raising \$3,900. *Aquavit* and *Paulina* (aka *Major Damage*) were the other big donors — maybe it's a karma thing, but all three of these boats won their class on the water as well. Thomas and Giselle Sponholtz, owners of the J/105 *Aquavit*, were the top individual donors this year.

Meanwhile, on the race course, San Diego-based Hobie Cat marketer Rich Gleason showcased the new Hobie Magic 25 well, winning the 9-boat PHRF class in the boat's Bay Area debut. "The Magic loves this kind of wind — we were giggling all weekend," claimed Rich. "Whenever all three trapezes are in use, you're going really fast!" Gleason stuck around on Monday, taking prospective buyers out for joy rides on the Cityfront.

Other notable Leukemia Cup finishes in the four-race series were turned in by semi-retired Seattle sailmaker Keith Lorence, who steered *Joni & the Jets* to a narrow victory in the Olson 30 class over Jack Easterday's surprisingly strong *Jack's Back*. In the 'hard luck' category, Tim Russell and Mike Bruzone were dominating the large Express 27 class with *Desperado*, but withdrew from the third race after failing to properly unwind themselves rounding a mark the wrong way while leading. Don Jesberg and his Melges 24 *Casey Jones* also stumbled out of the gold after getting hosed at a crowded leeward mark that was being simultaneously rounded in both directions by different fleets.

After the racing, some winners — such as Mark Eastham on the Melgi *Mary Don't Surf* — sent their trophies to people they know who are suffering from leukemia. "It felt like the right thing to do," said Eastham, who recently lost a close friend to the disease.

PHRF — 1) *Out There*, Magic 25, Rich Gleason, 14.5 points; 2) *Insufferable*, N/M 30, Peter Rookard, 16.75; 3) *Surefire*, Frers 36, Jon & Matt Carter, 21. (9 boats)

11:METRE — 1) *Ronstan*, Alistair Murray, 5.5 points; 2) *Team Citibank*, Peter Stoneberg, 7.75. (5 boats)

J/35 — 1) *Paulina*, Chris Perkins, 5.5 points; 2) *Kiri*, Bob George, 9.75. (5 boats)

SANTANA 35 — 1) *Breakout*, Les Raos, 11.5 points; 2) *Tinsley Light*, Hank Grandin, 12.75. (5 boats)

J/105 — 1) *Aquavit*, Thomas Sponholtz, 12.75 points; 2) *Thrasher*, Steve Podell, 13.75. (5 boats)

ETCHELLS — 1) *George*, Craig Healy, 21.5 points; 2) *Mr. Natural*, Bill Barton, 25; 3) *#860*, Bob Park, 29. (8 boats)

OLSON 30 — 1) *Joni & The Jets*, Keith Lorence/Mike Ellis, 6.5 points; 2) *Jack's Back*, Jack Easterday, 7.5; 3) *Zephyros*, Tyler Jones/Kim Dincel, 14; 4) *Hoot*, Andy Macfie, 17. (11 boats)

J/29 — 1) *Wave Dancer*, Richard Leevey, 9.5 points; 2) *Advantage II*, Pat Benedict, 11.75. (5 boats)

EXPRESS 27 — 1) *Sonita*, Craig Page/Bill Mel-

THE RACING

bostad, 13.75 points; 2) **Bessie Jay**, Brad Whitaker, 21; 3) **Baffett**, Tom Baffico, 22.75; 4) **Chimera**, Brett Allen/Jeff Jacobs, 26; 5) **Desperado**, Mike Bruzone/Tim Jssell, 27.75; 6) **Mad House**, Mike DeVries, 28.75. (18 boats)

MELGES 24 — 1) **Mary Don't Surf**, Mark Eastham/Hans Williams, 9.75 points; 2) **Sea Monster**, John Oldham, 10.75; 3) **White Ford Bronco**, Mark Gaudio/Tom Pollack, 11; 4) **Casey Jones**, Don Jesberg, 12.75. (11 boats)

J/24 — 1) (tie) **Air**, Tim Duffy/Susie Gregory, and **Air Compressor**, Scott Sellers, 9.75 points; 3) **Renaissance**, Brad Mellon, 17. (8 boats)

The Sultans of Suds

Last month, we noted that Renee Wilmeth was the first 'winner' of the Beer Can Challenge we issued in the April magazine. This month, we're pleased and somewhat amazed to report that a group of four fun-loving guys from Bay View Boat Club have also met the Challenge — and taken it one step farther in the process. Sailing *Bad Dog*, an Ericson 27, this intrepid quartet raced five nights in a row in the same boat! Merely contemplating the logistics of this achievement makes us exhausted. Anyway, congratulations to owner/skipper Arjan Bok and crew Joe Spronz, Tom Collins and Daniel Bjork — your T-shirts are in the mail. The account of the weeklong marathon follows:

Monday, June 10, Bay View Boat Club — We decided to start our quest at our home club, which offers the only Monday night beer can racing around. It was the usual Monday Night Madness, except that the winds gusted into the high 20s. Arjan and Joe raced on *Bad Dog*, Tom raced on his own boat *Papillon*, and Dan, who is BVBC's race chairman, ran the race. Dan is filing a 'Request for Redress' as he scored a DNC this night. A nice lasagna dinner followed the race. (*Bad Dog* — 3rd in division)

Tuesday, June 11, Oyster Cove — No yacht club, no race committee. When we arrived at Oyster Cove, we were met by the Express 37 *Elusive*, which informed us that they were the 'rabbit boat'. They fly a red flag for one course, and a green one for the other. We went off on the green course, a reach to the Bird Cage and back. Only four boats raced, probably because it was a very windy evening. We took our own finish time, and knew we had beaten the other boats, which included another boat named *Bad Dog*! On the way home, we coined our mantra for the week: "A case a race is all we ask!" (*Bad Dog* — First)

Wednesday, June 12, Oakland YC — We left BVBC at 4 p.m., heading for the warm

confines of the Oakland Estuary. Joining us for the trip over and back were two racing widows, Carol Peterson and Shellie Walker. After doing the paperwork, we wandered into the brew pub next door to wait for our start. We pushed off the dock at our blue shape, misjudged the start and had to tack up to the line after the gun. By being late, we seemed to sail the race in a different wind pattern than those in front of us. Oh, well! After enjoying OYC's apres-race hospitality, we let 'Otto' drive us home across the Bay. (*Bad Dog* — Fifth in division)

Thursday, June 13, Benicia YC — Joe delivered the *Dog* to Benicia during the day, and reported high winds across San Pablo Bay. He put up the spinnaker at the Brothers, commenting only, "Bad idea, very bad." The crew, reinforced by clubmembers Bruce Pon and Jack Gill, met once again at BVBC at 4 p.m., this time to navigate a land yacht through the commuter traffic to the North Bay.

After almost missing our 6 p.m. start (we were under the impression it started at 6:30 p.m.), we soon found ourselves sailing in flat water with enough breeze to keep moving. After some initial confusion about where the marks were, we were pleasantly surprised to

On the sixth day, the gods rested. Left to right, beer can buddies Tom Collins, Arjan Bok, Wilbur the Dog, Joe Spronz and Dan Bjork.

find ourselves out in front of our division. But on the last leg of the twice-around course, Tom looked up to see our starboard spreader hanging down loose. Joe went up the mast with some string (we were out of duct tape) to fix the problem. About the same time we sailed onto a mud flat. We managed to jibe off, Joe's jury-rig held — and we went on to win our division!

Beer, a spaghetti dinner and much good fellowship followed. Benicia YC was by far the most hospitable of the clubs we visited during our week on the Suds Circuit. (*Bad Dog* — First in division)

Friday, June 14, Encinal YC — Joe once again was our delivery skipper. He and his racing widow, Carol, left Benicia at the obscene hour of 4 a.m. in order to get out of San Pablo Bay before the wind came up. They took turns handsteering as 'Otto' had passed away the previous day. Arjan met *Bad Dog* at the BVBC docks and repaired the spreader, and the crew tromped down the dock at the now usual 4 p.m. gathering time. We enjoyed another great Estuary race, this time courtesy of Encinal YC. . .





COURTESY BAD DOG

though we still can't believe that quarter tonner was in our division!

After the race, we retired to the club for libations. We drew straws to determine who would steer on the way home, but in the end we shared the driving duties, arriving home at BVBC safely. . . where we naturally continued celebrating our week of beer canning. In retrospect, after 150 miles and five races, we concluded, "The hard part wasn't the sailing, it was having to drink all that beer!" (*Bad Dog* — Fifth in division)

Lake Circuit in Full Swing

Summer's here, the lakes are full, the winds are mellow, and the camping and camaraderie are just fine, thank you. That's the abbreviated version of what's happening on the Lake Circuit these days. Read on for a little more information about a trio of back-to-back events held last month:

First up was the 32rd Whiskeytown Regatta, which attracted 160 boats up to the pristine lake of the same name over Memorial Day Weekend. Fairly steady southeast breezes allowed host Whiskeytown SC to get in the full 4-race series. With all the boats sharing the same starting line, the RC utilized many of its 20 available courses in order to have everyone finish at roughly the same

time. Trophies were the traditional ceramic whiskey jugs mounted on a piece of wood (the jugs come empty now, a change that some old timers lament). "This year was quite pleasant," claimed Wabbiteer Colin Moore. "But Whiskeytown is always worth the drive — we like it so much, we always stay an extra day!"

On June 8-9, Gold Country YC fired the starting guns for 64 boats in 9 fleets on scenic Scott's Flat Lake (five miles up the road from Nevada City). Winds for the five-race series were shifty and light (3-10 knots), and the water was a perfect temperature for swimming between races. In keeping with the Gold Country theme, first place winners received small wooden chests containing a vial of real gold, while bridesmaids received gold pans with actual gold nuggets glued onto them. "This is a really laid-back regatta, held in a gorgeous setting," said JY-15 campaigner Dan Ouellet. "It's the best kept secret on the Lake Circuit."

SBRA's 47th Annual Clear Lake Regatta, held at the Riviera YC in Kelseyville on June 15-16; packed in 95 boats from as far away as Seattle and Los Angeles. "For our family and a lot of others, this regatta has become the traditional way to spend Father's Day Weekend," said El Toro guru Gordy Nash. Sailing conditions (7-10 knots of wind, 80° air temperature, 70° water temperature) were perfect throughout the weekend — and apparently the lake isn't as green as usual this year. Race chairman Scott Rovenpara and a mostly Richmond YC race committee ran three separate course for the 13 fleets, so there was virtually no delay between starts — except for the occasional water fight!

WHISKEYTOWN REGATTA (May 25-26):

OPEN KEEL 'A' (133-180) — 1) John Hartman, B-25, 3 points; 2) Andy Townley, Merit 25, 8. (5 boats)

OPEN KEEL 'B' (180-228) — 1) Rick Pareno, Capri 22, 3 points; 2) Derrick Hunt, Capri 22. (7 boats)

OPEN KEEL 'C' (229-285) — 1) Charles Cope-land, Victory 21, 5.5 points; 2) Stephen King, SJ 21, 6.5 points; 3) John Russell, Cal 21, 13. (13 boats)

WYLIE WABBIT — 1) Bill Partridge; 2) Colin Moore. (7 boats; points unavailable)

HOLDER 20 — 1) Gary Troxel/Jim Olivero, 4.25 points. (4 boats)

SANTANA 20 — 1) Nick Rau, 5.25 points. (4 boats)

VENTURE 21 — 1) (tie) Paul Frentzen, and Dennis Wentworth, 5.5 points. (4 boats)

CENTERBOARD 'A' — 1) Craig Lee, Thistle, 6.26 points; 2) Jim Marazzo, Thistle, 15; 3) Steve Dolan, Thistle, 20. (18 boats)

CENTERBOARD 'B' — 1) Bob Woodford, Javelin,

3 points; 2) Matt Carey, Lido 14, 16; 3) Norm Brovelli, Omega 14, 17. (10 boats)

INTERNATIONAL CANOE — 1) Del Olsen, 4.25 points. (4 boats)

LASER — 1) Jim Christopher, 11.5 points; 2) David Neilsen, 16; 3) Bruce Braly, 16. (15 boats)

BANSHEE — 1) Dan Benjamin, 6.5 points; 2) George Koch, 9.5. (7 boats)

OK DINGHY — 1) Chris Nash, 5.25 points; 2) Gordon Nash, Sr., 6.75. (5 boats)

EL TORO — 1) Gordy Nash, 6.5 points; 2) Jim Warfield, 10.5; 3) Al Kenstler, 19; 4) Vickie Gilmour, 22; 5) Hank Jotz, 23. (26 boats)

PELICAN — 1) Nick Nash/Katie Hughs, 11.75 points; 2) Brian Bouch, 15.75; 3) Greg Goodman, 15.75. (17 boats)

OPEN MULTIHULL — 1) Tom Emery, F-27, 9.25 points; 2) Gordon Buck, Hobie 21, 15; 3) Rich Holder, F-27, 15.75. (13 boats)

HOBIE 16 — 1) Carl Strahle, 8.75 points. (4 boats)

GO FOR THE GOLD REGATTA (June 8-9):

OPEN MULTIHULL — 1) Al Leonard, Hobie 20, 5 points; 2) Hubert Van Dijk, Hobie 20, 10.75; 3) Lew Stark, Hobie 21, 21 points. (7 boats)

OPEN KEEL — 1) Mike Johnson, B-25, 5 points; 2) Spooze Syndicate, Holder 20, 8.75; 3) Jerry Lewis, MacGregor 25, 20. (9 boats)

OPEN CENTERBOARD — 1) Craig Lee, Thistle,



COURTESY BAD DOG

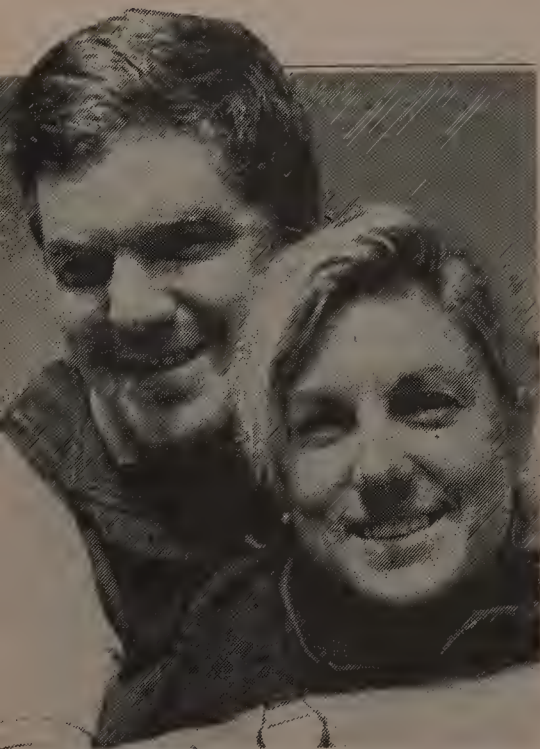
Chariot of the gods: 'Bad Dog', Bok's Ericson 27, taking a break at the Encinal YC.

10.5 points; 2) Wade Behling, Thistle, 11.75; 3) Ouellet Family, JY-15, 12.5. (9 boats)

CATALINA 22 (Region 10 Championship) — 1) Bob Baker, 10.5 points; 2) Gary Preston, 12.5; 3) Steve Twelves, 14.75. (7 boats)

LIDO 14 (NorCal Championship) — 1) Joe

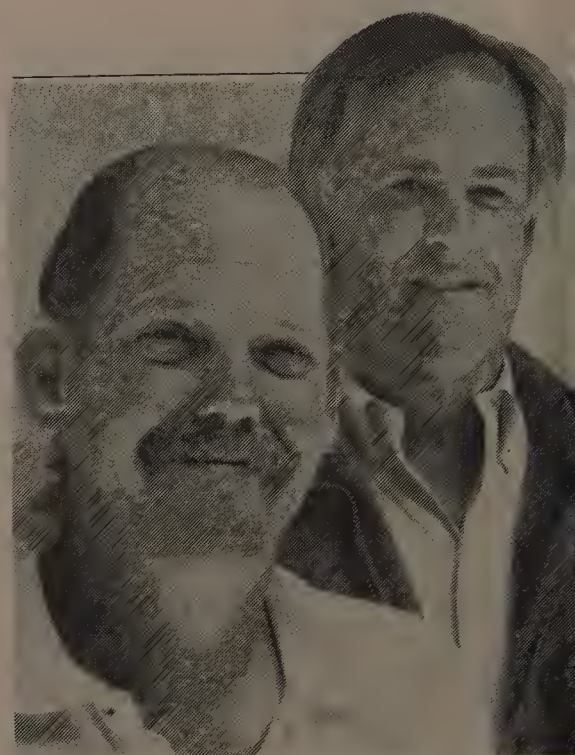
THE RACING



Perky couple: Chris Perkins and The Brookester. As usual, Chris had his way with the Knarr fleet.



Jock MacLean (left) clipped everyone's wings in the Bird fleet. Sharpie (right) stayed below most of the weekend. "Too windy," explained Jock.



Tad Lacey (left) and Evan Dailey beat the IODs with '100'. "Our boat has six owners," said Evan. "We haven't been able to agree on a name yet."

Doering, 6 points; 2) Don Lockwood, 9.75; 3) Jack Navarra, 21. (9 boats)

SUNFISH (Western Regionals) — 1) George Wilson, 9.25 points; 2) Bob Cronin, 10.75; 3) Darryl Coe, 15.75. (8 boats)

LASER — 1) Thomas Jenkins, 5 points; 2) Bette Dyke, 13. (5 boats)

BANSHEE — 1) George Koch, 6.25 points; 2) Tom Goodwin, 8.5. (5 boats)

EL TORO — 1) George Morris, 7.5 points; 2) Dan Seifers, 8.5. (5 boats)
(5 races on Scotts Flat Lake)

SBRA CLEAR LAKE REGATTA (June 15-16):

EL TORO, SR. — 1) (tie) Jim Warfield and Gordy Nash, 7.25 points; 3) Al Kenstler, 14. (18 boats)

EL TORO, JR. — 1) Ian Rogers, 5 points; 2) Joey Pasquali, 15.75; 3) Jaclin Prior, 17.75. (15 boats)

CONTENDER — 1) Dan Schlig, 4.25 points. (3 boats)

INTERNATIONAL CANOE — 1) Bruce Bradfute, 4.5 points; 2) Dawn Miller, 6.5. (5 boats)

JY-15 — 1) Barbara & Dan Ouellet, 4.25 points; 2) Mike & Susan Grisham, 10.75. (5 boats)

LASER — 1) Andrew Holdsworth, 4.25 points; 2) Dan Malpas, 10.75; 3) Chad Freitas, 12.75. (12 boats)

FJ — 1) Steve Klotz, 3 points; 2) Mark Sutton, 11. (7 boats)

OK DINGHY — 1) Dave Neilsen, 5.5 points; 2) Gordon Nash, Sr., 7.5. (4 boats)

BYTE — 1) Jessica Amen, 5 points; 2) Gail Yando, 8.5. (6 boats)

I-14 — 1) Andrew Bates/Kurt Schmidt, 3 points. (3 boats)

WABBIT — 1) Colin Moore/Glen Garfien, 3 points; 2) Kim & Anna Desenberg, 6.75. (4 boats)

LASER II — 1) Megan Kelly-Swenney/Whitney Gilmour, 6.5 points; 2) Gary Bergero/Carol Haverty,

7.75. (5 boats)

SNIPER — 1) Shawn Bennett/Debbie Hall, 5 points; 2) Doug & Bonnie Howson, 15; 3) Matt & Ned Niccolls, 16. (8 boats)

Woodies Invitational

Forty-six graceful 'woodies' (okay, some of the newer ones are actually made out of fiberglass) enjoyed a wet and windy weekend of racing in the St. Francis YC-hosted Woodies Invitational on June 7-9. It traditionally blows hard for this 5-race Cityfront series, and this year was no exception: the Friday night race and the second race of each day were held in over 20 knots of breeze accompanied by a nasty ebb chop. Dress code was 'full metal jacket', and it was frankly surprising that no boats dismasted. "This was not a weenie-boy regatta," noted StFYC Commodore Terry Anderlini, himself a player on his red Knarr *Benino*.

Known informally as the 'Big Boat Series for Woodies', the regatta is the annual highlight of the wooden boat clique — winners at this venue are invariably on pace to take their season championships. Four of the five classes were won convincingly, as the following results testify. Only the IOD outcome went down to the wire, with the talented Lacey/Dailey team prevailing in the last race to take weekend honors over Henry Mettier.

The best record of the series was put together by Jock MacLean, who sailed his cherried-out 1929 vintage Grey Goose to straight bullets over a tiny flock of Birds. "It was fun, though our class isn't quite as competitive as I hoped it would be," said Jock, who is undefeated in his inaugural year of Bird racing. However, if the regatta gave

an MVP award, it would certainly have gone to versatile sailor Chris Perkins, who annihilated the large and competitive Knarr fleet with help from girlfriend Brooke Hally, Matt Ciesicki, Stu Eddings and Graeme Green. This year, Perkins is campaigning the wooden *Sequoia II*, which he romantically renamed *The Brookester* for the weekend.

While the action on the race course was occasionally heated (there are some strong personalities in the Knarr fleet, and we couldn't help but hear some new and creative ways to string together swear words), the overall ambience of the regatta

BOX

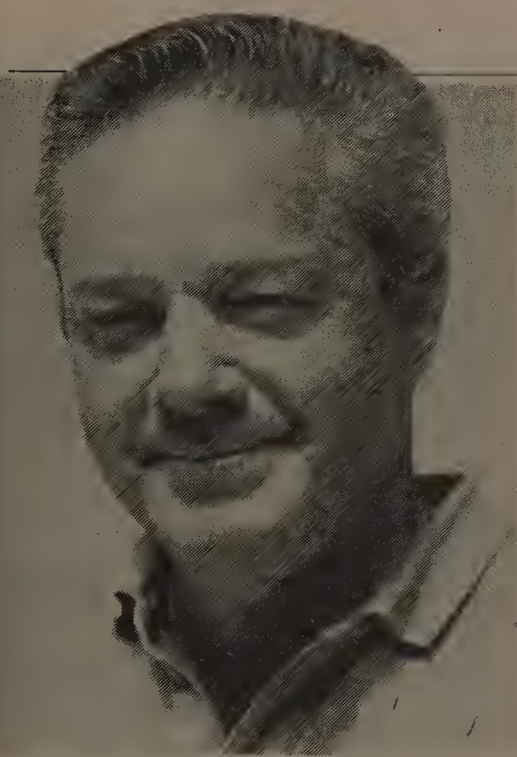
Where would we be without Box Scores? Probably in the loony bin, especially this month. The racing scene has lately gone from a slow simmer to full boil, and we've misplaced our oven mitts. Please, everyone — stop racing. You're killing us!

CAL. GUP (California YC; May 25-26; 6 races):

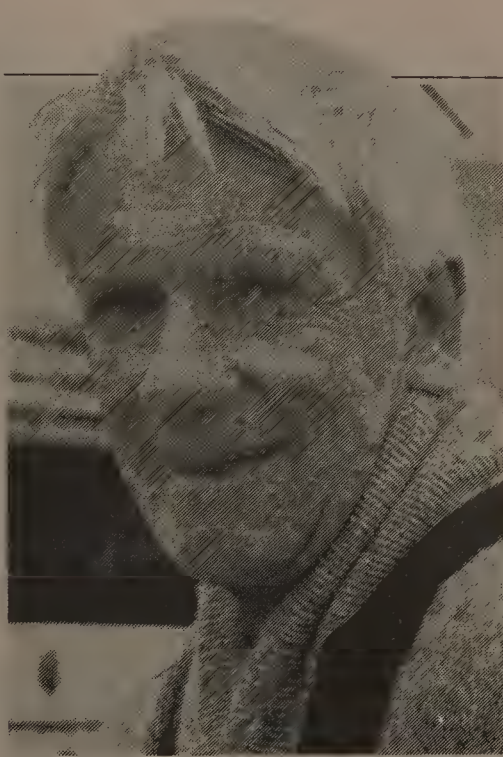
1) Joe Londrigan, 22.75 points (\$5,200); 2) Dave Ulliman, 23.75, (\$1,700); 3) Russell Coutts, 24.75; 4) Dave Chaplin, 24.75; 5) Ken Kieding, 28.75; 6) Steve Grillon, 29.75; 7) Mark Gollison, 32 (\$100); 8) Bill Fortenberry, 42; 9) Melissa Purdy, 47; 10) Bill Menninger, 55; 11) Scott Dickson, 64. (11 boats)

J/24 NATIONALS (Ventura YC; May 24-27):

1) *Loco Moco*, Ken Kaan, Honolulu, 23.75; 2) *Tundra Rose*, Keith Whitemore/Karen Kast, Seattle, 27.25; 3) *Casual Contact*, Seadon Wijsen/Don Oliver, San Anselmo, 24; 4) *Molly Brown*, Charlie Kelley, Pacific Palisades, 47.75; 5) *La*



Tom Reed took the depleted Folkboat class with 'Thea'. Where were the rest of the Folkswagons?



Glenn Treser and the 'Chance' crew were smarter than your average Bears.

ALL PHOTOS LATITUDE/ROB

oozes civility. Where else but the Woodies would you find the entire fleet taking a two-hour lunch break so that everyone could come in and eat at the club? "It's basically one design racing for older boats and older sailors," concluded Perkins, who has experienced the less genteel side of the sport as well. "The Woodie Invitational is a class act. Everyone is a real gentleman — well, at least once the boats are put away!"

BEAR — 1) **Chance**, Glenn Treser, 10.5 points; 2) **Trigger**, Scott Cauchois, 17.75; 3) **Smokey**, Steve Robertson, 17.75; 4) **Little Dipper**, Joe

Bambara, 20. (7 boats)

BIRD — 1) **Grey Goose**, Jock MacLean, 3 points; 2) **Skylark**, Peter Brosig, 12; 3) **Kookaburra**, Charter Kays, 15. (5 boats)

FOLKBOAT — 1) **Thea**, Tom Reed, 6.25 points; 2) **Freyja**, Evie Ashcroft, 13; 3) **Polperro**, Peter Jeal, 18.5. (5 boats; protest pending)

IOD — 1) **US 100**, Tad Lacey/Evan Dailey, 7.25 points; 2) **Prophet**, Henry Mettler, 10.75; 3) **Quickstep II**, Rich Pearce, 17.75; 4) **Xarifa**, Paul Manning, 19; 5) **Hecate**, Dennis Jermaine, 30. (9 boats)

KNARR — 1) **The Brookester**, Chris Perkins, 9.5 points; 2) **Huldra**, Jim Skaar, 26.75; 3) **Peerless**,

Larry Drew, 27.75; 4) **Nordlys**, Joel Kudler, 27.75; 5) **Adelante**, Grant Settlemier, 29; 6) **Snaps II**, Knud Wibroe, 30; 7) **Benino**, Terry Anderlini, 33; 8) **Slithergadee**, John Niesley, 41; 9) **Red Witch**, Craig McCabe, 42; 10) **Lykken**, Bob Fisher, 47. (20 boats)

South Tower Race

Stockton SC's 24th annual South Tower Race, which began at 11 a.m. on Friday, June 14, featured plenty of wind but adverse currents much of the way — basically the opposite of the Ditch Run scenario two weeks earlier. Just 15 dauntless boats, the majority of them owned by StkSC members, sailed in the 140-mile marathon this year.

With steady winds clocking west to southwest, the tiny fleet escaped Stockton quickly on long tacks, survived 30-knot gusts in San Pablo Bay, and arrived at Blackaller Buoy relatively early the next morning. John Walker's Choate 40 *Bottom Line* was first around the turning mark at 1:20 a.m., going on to finish first in Stockton at 4 p.m. The real drama in the big boat class was played out behind *Bottom Line*, as *Ozone* and *Expeditious* — which rate even at 99 — traded jibes all the way to the finish line. *Ozone* squeezed ahead in the last 100 yards to win the duel by six seconds!

The smaller classes arrived at Blackaller with almost no wind and a 4.8-knot ebb flushing them to Japan instead of back up the Ditch. Four boats eventually DNFed under these trying circumstances. Meanwhile, Rex Malott's yellow Olson 25 *Alzora* rounded at 3:50 a.m., dove for the current relief down by Treasure Island, and began

SCORES

Vitesse, Chris Snow, San Diego, 49.75; 6) **Jake**, John Carpenter/David Klatt, Agoura Hills, CA, 55.75; 7) **Downtown Uproar**, Wayne Clough, Alameda, 66; 8) **Grinder**, Jeff Littin, Belmont, 73; 9) **Siesta**, Mazda Kawaguchi, Japan, 85; 10) **Fish Lips**, Kevin Crane, Malibu, 95. (30 boats; 7 races)

ROVANPERA YOUTH REGATTA (MPYC, 5/25-26)

LASER — 1) Dan Malpas, 24.75 points; 2) Chad Freitas, 30.75; 3) A. Mehran, 49.75; 4) Matt Nicholls, 51; 5) S. Denning, 55 points; 6) A. Buddington, 76. (17 boats; 11 races)

OPTIMIST — 1) S. Buckley, 13; 2) J. Lugo, 20.25; 3) R. Senft, 21.75. (6 boats; 9 races)

EL TORO (junior) — 1) Joey Pasquali, 6 points; 2) Rob Horne, 14.75. (4 boats; 9 races)

EL TORO (novice) — 1) B. Nieuwstad, 6 points; 2) A. Viguers, 22. (6 boats; 9 races)

MEMORIAL DAY (SFYC, May 25-26; 4 races)

CAL 20 (Baum Memorial) — 1) Ice, Bran Meyer, 3 points; 2) **Orange Crate**, Mike Schaumburg, 9; 3)

Sea Saw, David Green, 13. (10 boats)

SANTANA 22 (Capuchino Cup) — 1) **Phoenix**, John Skinner, 11.75 points; 2) **Kemo Sabe**, Vern Nell, 13.5; 3) **Soliton**, Mark Lowry, 14; 4) **Tacky Lady**, Charles Brochard, 15. (13 boats)

RANGER 23 (Eldridge Cup) — 1) **Kinship**, Ken Frost, 7.5 points; 2) **Blitzen**, Mike & Jennifer Polkaba, 10.75; 3) **Impossible**, Gary Kneeland, 14.75. (7 boats)

HDA Race #5 (San Rafael YC, June 1; 21.4 miles)

DIV. F (multi) — 1) **Pegasus**, F-27, Andrew Pittcairn; 2) **Rakusu**, F-24, Russell Long; 3) **Wingit**, F-27, Ray Wells. (6 boats)

DIV. G (0-81) — 1) **Recidivist**, Schumacher 39, Colin Case. (3 boats)

DIV. H (84-111) — 1) **Surefire**, Frers 36, Carter Bros.; 2) **Two Scoops**, Express 34, Chris Longaker. (4 boats)

DIV. J (114-135) — 1) **Bloodvessel**, B-26, Margaret Gokey; 2) **Jane Doe**, Olson 911SE, Bob

Izmirian/Eric Lewis; 3) **Boogie Woogie**, Beneteau 35.5, Frank Tomsick; 4) **Harp**, Catalina 38, Mike Mannix. (12 boats)

DIV. K (138-156) — 1) **Derf**, Soling, Pete Rowland; 2) **Mintaka**, C&C 36, Gerry Brown; 3) **Sonata**, Lapworth 39, Donn Weaver. (7 boats)

DIV. L (159-183) — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Twilight Zone**, Merit 25, Paul Kamen; 3) **Levitation**, J/24, Larry Levit. (8 boats)

DIV. M (186-up) — 1) **Samsara**, Cal 20, Colin Gilboy; 2) **Dulcinea**, Killer Whale, Mike Mathiasen/Bill Pritchard; 3) **Nebula**, Cal 28, Neil Mosher. (8 boats)

SPRING SCORE #3 (SCYC, June 2)

DIV. I — 1) **Octavia**, SC 50, Shep Kett; 2) **Absolute 88**, Wylie 37, Keith MacBeth; 3) **Tacos Pescodas**, Olson 30, 'Boston'. (6 boats; 30.3 miles)

DIV. II — 1) **Summertime**, Moore 24 prototype, Dennis Bassano; 2) **Wildfire**, Moore 24, Howard Ruderman; 3) **California Zephyr**, SC 27, Peter Dalton. (7 boats; 30.3 miles)

THE RACING

clawing their way home. "We surfed a 30-knot southerly against the ebb from the Brothers to the oil dock in under an hour," claimed Malott. "It was the fastest we've ever gone!"

Alzora exited San Pablo Bay and Suisun Bay unscathed (at least three spinnakers were destroyed in the heavy running), going on to claim overall honors for the second year in a row. Rex and his crew — Linus Ralls, Charlie Griffith and Chris Sanford — ended up edging out *White Satin*, Steve Reinhart's well-sailed Catalina 27, by nine minutes on corrected time.

Though the South Tower Race seems to be fading in popularity inversely to the success of the Ditch Run, race officials still hope to revive this classic race in the future. "It's definitely not for everyone," admitted Walker, who was this year's race chairman. "Next year, we're going to try really hard to attract one design fleets to enter the race."

Complete results follow:

DIV. I — 1) *Ozone*, Olson 34, Carl Bauer; 2) *Expeditious*, Express 34, Bartz Schneider; 3) *Rosinante*, Express 34, Rob Magoon; 4) *Bottom Line*, Choate 40, John & Debbie Walker; 5) *Skol*, Islander 40, Mark Melson. (5 boats)

DIV. II — 1) *Alzora*, Olson 25, Rex Malott; 2) *Geronimo*, Express 27, Pete Habeeb; 3) *Faded Badley*, J/30, Dana Badley. (3 boats)

DIV. III — 1) *Argonaut*, Cal 29, Jim Garvine. (3 boats; all others DNF)

DIV. IV — 1) *White Satin*, Catalina 27, Steve Reinhart; 2) *Enigma*, Catalina 27, Peter Hine. (4 boats; all others DNF)

OVERALL — 1) *Alzora*; 2) *White Satin*; 3) *Ozone*. (15 boats)

Olson 30 Nationals

A large fleet of 29 Olson 30s descended on Santa Cruz for their 1996 National Championship on June 20-23. Hosted by Santa Cruz YC and dubbed 'The Homecoming', boats from Seattle, San Francisco, Southern California and even Utah battled it out in high breezes during the three-day, seven-race series. Though attendance was high, it was actually off the record set last year in Seattle — 37 boats. Perpetual class champions Keith Lorence and Mike Ellis teamed up on *Wildfire* to win yet another title, followed this time by a pair of Santa Cruz boats, Tom Akrop's *Animal House* and Pepe Parson's *Stray Cat*. Winds moderated as series went on, going from the high 20s to a mere zephyrs in Sunday's shortened finale.

The carnage-fest began on Thursday with blown kites and several broken booms — and that was just in the practice race! Stockton's *E-Ticket* won style points for ordering a new Ballenger boom on their cell phone as they limped back to the marina. On Sunday, as they hauled out, they discovered a crack in their mast as well.

Friday's three races were contests to see who could keep their boats upright. With 28-knot breezes and moderate swells, Olson 30 sailors were treated to the conditions that inspired these surfing machines. No masts came down, but boats shredded kites, broke poles and lost crew overboard temporarily. But it was fun — even the Seattle and Southern California boats, who are used to lighter conditions, had a great time! Jack Easterday's *Jack's Back* finished first for the day with a 1-1-2 record.

Saturday's racing featured much more

moderate conditions, with breezes up to 15 knots on the double-sausage courses. *Wildfire* made its move to the front of the pack, followed by *Animal House*, *Stray Cat* and *Jack's Back*. On Sunday, conditions were light with a 180° wind shift to the east in the middle of the downwind leg. The race committee shortened the course as boats finished under spinnaker on the 'upwind' leg.

Olson 30 builders George Olson and several of his partners welcomed the fleet at a Homecoming Dinner/Dance on Friday evening. More than 200 racers and fleet members turned out for this great party, which showcased much Olson 30 memorabilia. Not surprisingly, most owners took the chance to personally thank the creators of these fast little boats.

The Olsonjammer, the prior weekend's feeder race to Santa Cruz, was a windless bust. Eleven boats started, but none finished. Next year, the '97 Nationals will be held in conjunction with the NOOD Regatta. An uphill Olsonjammer is almost certainly not in the works.

— renee wilmeth

TOP TEN — 1) *Wildfire*, Ellis/Lorence, 16.75 points; 2) *Animal House*, Tom Akrop, 29.75; 3) *Stray Cat*, Parsons/Dymond, 40; 4) *Jack's Back*, Jack Easterday, 42.5; 5) *War Canoe*, Michael Goldfarb, 49.75; 6) *Tacos Pescados*, Rick Boston, 62.75; 7) *Texas Ranger*, Don Lawson, 66; 8) *AirTime*, Marc Hulburt, 78.75; 9) *Surfer Girl*, Patrick Kershaw, 79; 10) *E-Ticket*, Chuck Allen, 79 (29 boats)

BOX SCORES

DIV. III — 1) *Iris*, J/22, Rob Franks; 2) *Pau Hana*, J/24, Cliff McNamara; 3) *Moonchild*, Olson 25, Tim Kelbert. (6 boats; 15.5 miles)

SOUTH BAY YRA #3 (Bay View BC; June 8):

DIV. I — 1) *Elusive*, Express 37, Dick Desmarais; 2) *Sundancer*, Hunter 34, Bob Carlen; 3) *Thunder*, Wylie 34, Larry Mayne. (6 boats)

DIV. II — 1) *Wind Dragon*, Catalina 34, Dave Davis. (1 boat)

DIV. III — 1) *Hardtack*, J/24, Charles Allen; 2) *Bamboozled*, J/24, Larry Westland. (5 boats)

DIV. IV — 1) *Isla*, Islander 37, Keven Bailey. (2 boats)

SSS IN THE BAY (CYC; June 15; 20 miles):

SINGLEHANDED: DIV. I (multi) — 1) *Sundowner*, Buccaneer 33, Joe Theriault. (3 boats)

DIV. II (0-126) — 1) *Rumbleseat*, 30 Square Meter, Bruce Schwab; 2) *Cheyenne*, Wylie 34, James Fryer; 3) *White Knuckles*, Olson 30, Dan Benjamin. (6 boats)

DIV. III (127-168) — 1) *Uno*, WylieCat 30, Steve Wöner; 2) *Nighthawk*, Hawkfarm, John Siegel; 3) *Happy Trails*, Valiant 40, David Bennett. (8 boats)

DIV. IV (169-up) — 1) *Impossible*, Ranger 23, Gary Kneeland. (3 boats)

DIV. V (non-spinnaker) — 1) *Honatee*, Rozinante, Paul Miller; 2) *Regardless*, Tartan 41, Herman Trutner. (4 boats)

OVERALL — 1) *Impossible*; 2) *Rumbleseat*; 3) *Uno*.

DOUBLEHANDED: DIV. I (multi) — No starters.

DIV. II (0-126) — 1) *Yucca*, 8-Meter, Hank Eason/Chuck Mohn; 2) *Limelight*, J/105, Harry Blake/Bill Hoehler; 3) *Ram*, J/35, Robert & Kim Milligan. (9 boats)

DIV. III (127-168) — 1) *Barking Dog*, Olson 25, Jeffrey Kroeber/Laurie Davis; 2) *Borderline*, Olson 911S, Bill & Jane Charron; 3) *Upstart*, SC 27, Richard Page/Ken Shepard. (8 boats)

DIV. IV (169-up) — 1) *Doctor Who*, Merit 25, John Drewery/Caroline Ross; 2) *Shazam!*, Tuna 22,

Bud Sandkulla/Lynn Williams; 3) *Strait Jacket*, Pocket Rocket, Ben Haket/Rich Ferrari. (6 boats)

DIV. V (non-spinnaker) — 1) *Bacarai*, Peterson 34, Dave Reed/Aissa Roberts; 2) *Little O*, Olson 30, Fidel Spindler/Donna Andre. (5 boats)

OVERALL — 1) *Doc Who*; 2) *Yucca*; 3) *Shazam!*

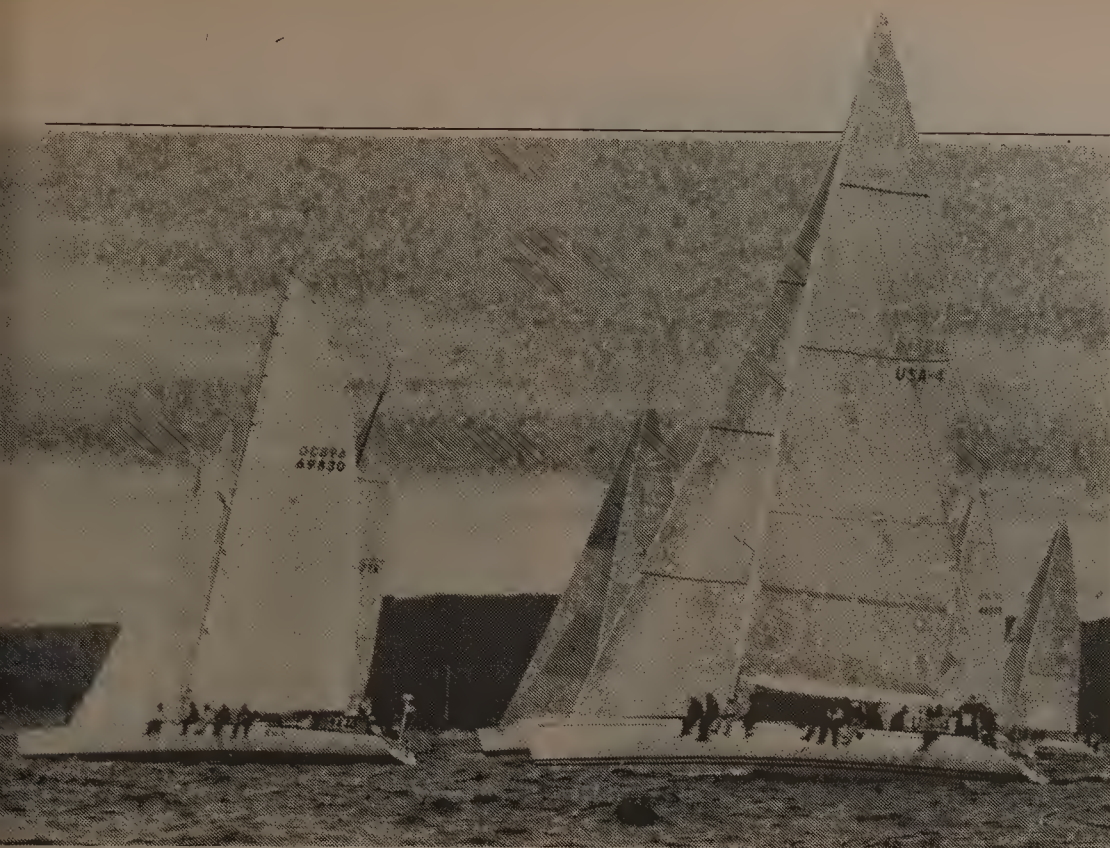
JESTER REGATTA (Lexington Reservoir; June 8):

1) Ian Klitza, 26.5 points; 2) Andre Lacour, 33.75; 3) Chris Watts, 35.5; 4) Jack Halterman, 35.75; 5) Joe Francis, 36; 6) Mark Golsh, 36.75; 7) Paul Tara, 39; 8) Bruce Edwards, 45; 9) Dennis Bassano, 51; 10) Mike Egan, 59. (18 boats; 7 races)

SPRING ONE DESIGN (Santa Cruz YC; June 15):

SC 27 — 1) *Good Timin'*, Gary Evans, 9.5 points; 2) *Hanalei Express*, Sturgeon/Schuyler, 10.75; 3) *Clao*, Andy Carson, 16.75; 4) *Jersey Girl*, Grag Miller, 18.75; 5) *Dynaflow*, Mark Dini, 20. (14 boats)

MOORE 24 — 1) *Fatuity*, Dave Hodges, 6.25 points; 2) *Great Pumpkin*, Jim Maloney, 8.25; 3)



KELLY O'NEIL

BAY AREA BOATS — 11) Hoot, Andy MacFie, 89; 12) Road Runner, John Hoag, 89; 13) Zephyros, Maritime Academy, 94; 14) Deviant, Bill Cuffel, 97; 15) Ozone, John Leitzinger, 97; 18) Lurker, Paul Martson, 118; 19) Run Wild, Al Holt, 124; 22) Family Hour, Michael Bilafer, 145.

Race Notes

A-Cup news: **Waikiki YC** has announced its intentions to challenge for the America's Cup in 2000, thus becoming the fourth U.S. syndicate in the running. However, syndicate chairman Jim Bailey would not reveal much about their plans, such as who the designer and driver would be, or where the \$30 million budget was coming from. The new syndicate missed last month's

'Rage' (left) and 'Pyewacket', seen here at the start of the Swiftsure Race, both set course records last month!

'cheap' entry deadline and now has to pay double (\$200,000 by May 14, 1997) to play. How 'real' this group is remains to be seen. . . Meanwhile Jim Clark and Paul Cayard's **AmericaOne** challenge is gathering steam. Bruce Nelson has been named as the designer; John Kosteki (who Cayard generously dubbed "the best sailor in the world") as tactician; Laurent Esquier as shoreside manager; and SAIC and Silicon Graphics have signed on as sponsors. Some observers feel this may be the strongest challenger going — but with four years to go, it's obviously premature to start making pre-

dictions.

Sled gossip: After a year of deliberation, the ULDB 70 Association finally voted to legalize **carbon fiber spars** (which cost about \$55,000 for these boats). *Holua*, which has been leasing Victoria's standard-height spar since dismasting in the Big Boat Series, is already working with Omohundro on a new carbon rig. . . **Doug Baker**, former co-owner of *Cheetah* and an all-around good guy, recently placed his order for a new Andrews/Choate 70+ turbo-sled, essentially an updated version of *Cheval*. The new boat's first big race will be next summer's TransPac. . . According to the grapevine, Seattle super-sailor Bill Buchan has been inquiring about building a turbo-sled, too. Meanwhile, is interest in 'low octane' sledding waning?

Speaking of Seattle and turbo-sleds, Roy Disney's SC 70+ *Pyewacket* broke the **Swiftsure Race** elapsed time record on May 24-26. The Magic Cat lowered the record for the classic 138-mile race by an hour, finishing in just 16 hours, 46 minutes. "Conditions were great for us," allowed Disney, who was delighted to finally hit a 'home run' with his constantly-evolving *Pyewacket*. "We had good wind the whole time, and moonlight on the way to the finish — what could be better?" Defending champion and former record holder *Cassiopeia* won on corrected time, followed by *Pyewacket*, the N/M 68 *Coruba* (ex-*Fire Drill*), *Rage*, *Infinity I*, Chuck Jacobson's Monterey-based SC 50 *Allure* and others. Over 200 boats sailed in the 53rd edition of the Royal Victoria YC-hosted race, which is actually three races in one (the course records were also lowered on the two JV

BOX SCORES

(tie) *Adios*, Scott Walecka, and *Mooregasm*, Dave Josselyn, 21. (10 boats)

SANTANA 22 — 1) *High & Dry*, Len Flock, 9.5 points; 2) *Tara*, Jim Samuels, 11.5; 3) *Insanity Cruz*, Mark Langer, 12.75. (6 boats)
(cumulative after 6 of 8 races, with 1 throwout)

U.S. WOMEN'S OPEN (San Diego YC, June 13-16):

Singlehanded — 1) Giselle Camet, San Diego, 13.5 points; 2) Danielle Brennan, New York City, 18.5; 3) Sharon Alexander, Pt. Richmond, 38.5; 4) Aimee Graham, La Jolla, 44.75; 5) Nancy Haberland, Annapolis, 53; 6) Liz Hjorth, Marina del Rey, 67; 7) Melissa Springstead, Dallas, 77; 8) Judy Henlon, Cupertino, 91; 9) Elizabeth Prigmore, Tustin, CA, 91; 10) Bridget Shear, San Diego, 96. (18 boats; 11 races in Laser Radials)

Doublehanded — 1) JJ Isler/Jane Stevenson, La Jolla, 8.5 points; 2) Mary Snow/Jerlyn Biehl, San Diego, 8.75; 3) Libby McKee/Carol Buchan, Kirkland, WA, 13; 4) Annie Nelson/Shala Youngerman, San

Diego, 16; 5) Lisa Griffith/Karina Vogen, San Diego, 16.75. (15 boats; 4 races in Johnson 18s)

MIDNIGHT MOONLIGHT (SFYC, 6/15; 35.6 miles):

1) *Double Pucker*, Melges 24, David Wadbrook; 2) *White Jacket*, Etchells, John Sutak; 3) *Sports Channel*, 11:Metre, John Sweeney; 4) *Recidivist*, Schumacher 39, Colin Case; 5) *Bad Dog*, 11:Metre, Tim Wells; 6) *Good & Plenty*, Soverel 33, Jim Coogan; 7) *Mad House*, Express 27, Ken Moore; 8) *Uno*, WylieCat 30, Steve Wanner; 9) *Mistress*, Swan 53, Dan Turner; 10) *Advantage*, J/29, Will Benedict; 11) *Air Tuna*, Etchells, Jim Gregory; 12) *Blue Lou*, Pearson 10M, Joel Davis; 13) *Eclipse*, Express 37, Mark Dowdy; 14) *Blue Chip*, Mumm 36, Walt Logan; 15) *Frog in French*, Express 27, Bart Hackworth. (23 boats)

WEE WILLIE'S INVITE (StFYC, June 22-23):

EUROPE — 1) Lynn Olinger, 10.5 points; 2) Tom Alexander, 12.5. (5 boats)

I-14 — 1) Ron Boehm, 7.5 points; 20 Andrew Bates, 20; 3) Dave Berntsen, 21; 4) Gary Gremaux, 21.75. (8 boats)

505 — 1) Jeff Miller, 7 points; 2) Howie Hamlin, 11.5; 3) Patrick Andreasen, 20; 4) Jim Wondolleck, 31; 5) Craig Perez, 38; 6) Steven Bartz, 38. (14 boats)

J/105 — 1) *Aquavit*, Thomas Sponholtz, 7.25 points; 2) *Limelight*, Harry Blake, 9.75; 3) *Jose Cuervo*, Sam Hock, 9.75. (5 boats)

^ (5 Cityfront races)

LONG BEACH 'RACE WEEK' (LBYC, June 22-23):

ULDB 70 — 1) *Evolution*, SC 70, 6.75; 2) *Orient Express*, SC 70, 6.75; 3) *Grand Illusion*, SC 70, 8.75; 4) *Mirage*, SC 70, 11; 5) *Taxi Dancer*, 11. (7 boats)

CLASS A — 1) *Jobe*, J/44, 3.5 points; 2) *It's OKI*, Andrews 43, 4.75; 3) *Cantata II*, Andrews 53, 14; 4) *Bravura*, Farr 44, 16; 5) *Arana*, DenCho 51, 16. (9 boats)

THE RACING

courses, the Cape Flattery Race and the Juan de Fuca Race).

Fast women: San Diego homegirls Giselle Camet and JJ Isler were the big winners of the **U.S. Women's Open Championship**, hosted by the San Diego YC on June 14-18. Camet, the only woman to qualify for the Laser Olympic Trails, defeated two-time champion Danielle Brennan in the single-handed competition, held in Laser Radials. Point Richmond sailor Sharon Alexander was a distant third. In the doublehanded division, sailed in Johnson 18s, Isler hung on to beat fellow San Diegans Mary Snow and Jerlyn Biehl by a quarter of a point. Among the Bay Area women sailing in this prestigious regatta were Gene Harris, Kate O'Leary, Judy Yamaguchi and Michele Logan. See *Box Scores* for results.

Elle's Belles! The Swedish all-women Whitbread team will have company, as Australian **Adrienne Cahalan** just announced plans for a similar single-sex program for the September '97 Whitbread Race. She's chartered the W-60 *Heineken* to begin training, and has ordered a new Bruce Farr design. And get this — Cahalan, who navigated *Heinie* last time, somehow convinced Australian super-model **Elle McPherson** to be the chief executive for the project. McPherson, who apparently knows a thing or two about sailing, may even join the boat for a few of the shorter legs! . . . Another Whitbread shocker is that formerly bitter rivals **Dennis Conner** and **Chris Dickson** have joined forces for the upcoming race. They'll be sponsored by Toshiba; Bruce Farr will design the boat; and Andrew Cape has already been selected as navigator. Dennis

COURTESY MITCH PERKINS PRIVATE COLLECTION



Australian ultra-babe Elle McPherson in 'Race Sheet'? Read the notes to find out what's up.

will apparently be the project's figurehead, while the actual sailing will fall on Dicko's shoulders. Of the 41 current Whitbread entries (look for the attrition to begin soon), smart money's currently on the new DC/CD program.

BOX SCORES

CLASS B — 1) Kookaburra, Swan 42, 4.75 points; 2) Charmay II, Frers 40, 8; 3) Windshear, J/120, 11.75; 4) **B-32 Again**, B-32, 14; 5) Eclipse, N/M 43, 15.75; 6) Patriot, N/M 43, 20. (12 boats)

CLASS C — 1) Snoopy, J/105, 2.25 points; 2) **J-Bird**, J/105, 8; 3) **Go Big**, Schock 34, 11; 4) **Restless Wind**, T-35, 12; 5) **Munchkin**, Tripp 26, 13; 6) **Gator**, Frers 38, 18. (12 boats)

CLASS D — 1) Jezebelie, B-25, 2.25 points; 2) **Redline**, Santana 30/30, 10; 3) **Scooter**, Capo 26, 12; 4) **Amorous**, Capo 26, 16; 5) **Thunderbox**, Andrews 26, 17; 6) **Prophet**, Laser 28, 18. (14 boats)

CATALINA 37 — 1) Rick Briggs, 8.5 points; 2) John Shadden, 8.75; 3) Bruce Wallerstein, 15. (8 boats)

CAL 25 — 1) **Overdraft**, 3.5 points; 2) **Caiban**, 6.75. (4 boats)

HDA HALFTIME RESULTS (best 5 of 6 races):

DIV. F (multi) — 1) **Pegasus**, F-27, 10.5 points;

2) **Babylon Rocker**, F-31, 11.75; 3) (tie) **Indigo**, Dragonfly, and **Wingit**, F-27, 19.75. (9 boats)

DIV. G (0-81) — 1) **Jobe**, J/44, 11.75 points; 2) **Blue Chip**, Mumm 36, 17; 3) (tie) **Sundog**, Bianca 44, and **Jabiru**, J/35, and **Recidivist**, Schumacher 39, 18.75. (12 boats)

DIV. H (84-111) — 1) **Surefire**, Frers 36, 3.75 points; 2) **Two Scoops**, Express 34, 13; 3) **Giggies-wick**, Beneteau 38, 16.75. (10 boats)

DIV. J (114-135) — 1) **Bloodvessel**, B-25, 9.25 points; 2) **Harp**, Catalina 38, 14.5; 3) **Jane Doe**, Olson 911S, 24. (18 boats)

DIV. K (138-156) — 1) (tie) **Darf**, Soling, and **Mintaka**, C&C 36, 6.25 points; 2) **Ouessant**, Faralone Clipper, 22. (12 boats)

DIV. L (159-183) — 1) **Twilight Zone**, Merit 25, 6.25 points; 2) **Chesapeake**, Merit 25, 10.75; 3) **Leio Too**, Tartan 30, 17. (17 boats)

DIV. M (186-up) — 1) **Samsara**, Cal 20, 8.75 points; 2) **Latin Lass**, Catalina 27, 15.5; 3) **Dulcinea**, Killerwhale, 16. (12 boats)

Horse vs. Cat: Bay Area sailors Dave Gruver, Jay Crum and Mark Rudiger are among the 12-person crew of Hal Ward's turbo-sled *Cheval*, which is currently battling it out with Roy Disney's *Pyewacket* in the 2,308-mile **Vic-Maul Race**. Both boats should stomp on the small 16-boat fleet, which includes the 75-year-old Canadian Navy training vessel *HMCS Oriole* (with 35 cadets aboard), the turbo'ed SC 70 *Luna Barba* (ex-Silver Bullet), and the Davidson 73 *Cassiopeia*. Given decent wind, the super-sleds should also trounce *Merlin's* 1991 record of 9 days, 23 hours. Several offshore gluttons-for-punishment, including Crum and SoCal sailmaker **Pete Heck**, also sailing on *Cheval*, have another reason to wish for a speedy trip: they're supposed to sail in the West Marine Pacific Cup less than two weeks later!

Accidents will happen: The Mumm 36 **Blue Chip** blew out their mast in a light air Corinthian YC Friday night race early last month. Sailing upwind with the medium #1 up, someone pulled on too much checkstay, inverting the mast permanently. A new tube has been ordered and will be installed before the boat goes to the Kenwood Cup. . . In the latest round of 11:Metre carnage, *Citibank* speared **Ronstan** in a RYC-hosted Berkeley Circle race. "Our boat's a mess," lamented Mike Ratiani. "It's just lucky no one got hurt!" . . . In the Merit 25 'debacle du jour', **Bewitched** port-tacked the C&C 30 *Sorcerer* in early June's HDA 'long distance' race. *Bewitched* lost the encounter, ending up with a broken forestay, two broken shrouds, a broken spreader, a shredded jib, and their mast bent off at a 15° angle.

Sale boats of the month: Three-time Holder 20 national champ **Gary Albright** just bought the J/22 *Talisman* with longtime boat partner Gary Troxel. "The 22 will be our Bay boat," said the Garys. "But we'll hang on to the Holder for the Lakes — just don't tell our wives we own two boats!" . . . Richmond YC members Lloyd Banta and wife Sandy Dey recently bought the famous old IOR warhorse **Warrior**, a cold-molded Chance 50 which they found in Hawaii. The boat was campaigned heavily in the mid-'70s by original owner Al Cassel, a founder of SparCraft. Lloyd and Sandy, who are moving up from a Ranger 23, intend to take *Warrior* cruising in a few years. . . Mike Johnson, who used to run Hood Sails in Hawaii and owned the Wylie 37 *Vera Cruz* (now *High Strung*), just bought the B-25 **Wanna B**. Johnson, who lives in Sacramento, is looking forward to campaigning the boat with his wife on the Lake Circuit.

Musical boats: Dean Dietrich, who previously owned the Express 37 *Vitesse*, is the proud new owner of J/105 **Blackhawk**.

1996 Santa Barbara Race Entries*

<u>Yacht</u>	<u>Type</u>	<u>PCR</u>	<u>Skipper</u>	<u>Yacht Club</u>
DIVISION A (0-71)				
<i>Bay Wolf</i>	SC 50	0	Kirk Wilson	Cabrillo Beach
<i>Zamazaa</i>	Farr 52	27	Chuck Weghorn	St. Francis
<i>Sceptre</i>	J/130	33	Robert Musor	St. Francis
<i>Marilyn</i>	J/44	41	Monroe Wingate	St. Francis
<i>Mistress</i>	Nautor Swan 53	48	Tom Mitchell	Corinthian (Seattle)
<i>Scorpio</i>	Wylie 42	50	Scott Sellers	St. Francis
<i>Pegasus XIV</i>	Newland 368	54	Dan & Linda Newland	Enclnal
DIVISION B (72-93)				
<i>Espresso</i>	Express 37	76	Steve Saperstein	Encinal
<i>Spindrift V</i>	Express 37	76	Larry & Lynn Wright	Richmond
<i>Mostly Harmless</i>	C&C SR 33	84	Paul & Lee Bergman	Enclnal
<i>Tacony Palmyra</i>	Nautor Swan 47	92	Jean-Bernard Duler	St. Francis
<i>Tslris</i>	Olson 29	93	Randy Lakos	Cal Sailing
<i>Champagne</i>	Beneteau First 42	93	Hall Palmer	South Beach
<i>Skol</i>	Isl. Peterson 40	93	Mark & Linda Melson	Stockton Sailing
DIVISION C (94-130)				
<i>Special Edition</i>	Wilderness 30	96	Eric Sultan	Santa Cruz
<i>Kiwi Sanctuary</i>	Hobie 33	96	Graham Dawson	Anacapa
<i>Run Wild</i>	Olson 30	96	Al Holt	Richmond
<i>WYSIWYG</i>	Olson 30	96	Don Martln	SSS
<i>Petard</i>	Farr 36	105	Keith Buck	Corinthian
<i>Dance Away</i>	Santana 35	112	Doug Storkovich	Monterey Peninsula
<i>Two Scoops</i>	Express 34	113	Chris Longaker	Richmond
<i>Moonlight</i>	Express 27	126	Jim Gibbs	Corinthian
<i>Jaded Lover</i>	Express 27	126	Richard Bryant	SSS
<i>Curses</i>	Express 27	126	Tim Descamps	San Francisco
<i>Hurricane</i>	Express 27	126	Jon Banner	SSS
<i>Los Locos</i>	Express 27	126	Bill Hoffman	Richmond
<i>Baffett</i>	Express 27	126	Tom Baffico	Sausalito
<i>Scoop</i>	Wylie 34	130	Mike Clarke	St. Francis
DIVISION D (131-177)				
<i>Happy Trails</i>	Valiant 40	133	David Bennett	SSS
<i>Grey Eagle</i>	Valiant 40	133	Bill & B.J. Stephens	Encinal
<i>Team Gravity</i>	Martin 242-T	144	Rick Johnson	Arizona
<i>Mintaka</i>	C&C 36	153	Gerry Brown	Palo Alto
DIVISION E (178-225)				
<i>Perpetual Motion</i>	Cal 31	177	Noble Brown	Benicia
<i>Sun Singer</i>	Cal 34-2	179	David Wheeler	Richmond
<i>Alexandria</i>	Ericson 35	193	George Blackman	Richmond
<i>Serendipity</i>	Cal 29	195	Thomas Bruce	Richmond
<i>Top Cat</i>	Catalina 30	196	Ronald Steinelinger	Alameda
<i>Blanca</i>	Isl. 30 Mk. II	201	Paul Berger	Alameda
<i>Balzaphire</i>	Islander 28	213	Arnold Gallegos	Bay View
<i>Tutto Benne</i>	Ranger 23-T	222	Mike Warren	Cal Sailing
<i>Hawk</i>	Alberg 30	225	Steve & Wren Collins	None
NON-SPINNAKER				
<i>Wianno</i>	Catalina 42	106	John Sullivan	Richmond
<i>China Doll</i>	Rafiki 35	189	Carl & Barb Tessman	Aeolian
DOUBLEHANDED				
<i>Salty Hotel</i>	Express 27	126	Mark Halman	Richmond
<i>Low Profile</i>	Moore 24	126	John Donovan	Tiburon
<i>Tamarin</i>	Sabre 30-3	177	Richard Burton	Island
<i>Water-Pik</i>	Newport 30	188	Robert Nance	Golden Gate
<i>Wild Irish</i>	Yamaha 26	207	Andrew Kobylinski	None

* as of 6/23/96

Meanwhile, Mark Dowdy bought *Vitesse* and is already racing her under a new name, *Eclipse*. Dowdy just sold his *Islander 36 Moonshadow* to one of his crew, Jeff Engelmann. . . In other J/105 news, former Hong Kong residents Tony and Maggie Carter recently purchased *Jest* from Jim Cascino, who just took delivery of his new J/120 *Eos*. Another 105 was just ordered by Vince and Joyce Diloranzo, who will name the new boat *Ultimatum*. . . Sy Kleinman's sweet-looking Schumacher 54 *Swiftsure II* was officially launched at St. Francis YC on June 16, which coincided with Sy's 75th birthday! The new boat, which sports 'US 16' on her sails, will debut in the Silver Eagle Race.

Short notes: Mike Zajicek of El Sobrahte won the **Bay Challenge**, a 10.5-mile StFYC-hosted 'open' windsurfing event, on June 9. Steve Sylvester and Bill Wier were next in the 43-boat field. . . Class winners of this year's **Navy Regatta** in Monterey Bay were *Patriot* (Shields, Mark Chaffey), *Krash* (Santana 22, Charlie Kurtman) and *Bustin' Loose* (Santana 30/30, Larry Gamble). Twelve boats competed in the annual 3-race regatta, sponsored by the Naval Post-graduate School Sailing Association. . .

Dave Ullman (Balboa YC) defeated Dennis Conner (San Diego YC) in Southern California's renowned **Lipton Cup**, held last month in Schock 35s out of defending Balboa YC. Fifteen determined clubs competed, but Ullman prevailed for an unprecedented fifth year in a row in *Buttercup*.

Hawaii Five-O? The resurgent **Kenwood Cup**, scheduled for August 5-16, now boasts 48 entries, and there's still a chance of breaking the 50-boat barrier. "Either way, it'll be a great show," promises race director Ken Morrison. "Of particular interest is the first-ever meeting of the five new ILC maxis — *Sayonara* (Farr 78), *Morning Glory* (R/P 80), *Boomerang* (Frers 80), *Sagamore* (S&S 78) and *Falcon 2000* (N/M 78). Two of them, *Boomerang* and *Sagamore* are coming here on July 14 on a huge Russian cargo jet — half the town will be there to watch them unload!" The Mumm 36 Pacific Regional Championship will be held in conjunction with the K-Cup, and so far nine boats have signed up. The U.S. Red team — *Flash Gordon II*, *Gaucho* and *Infinity* — is heavily favored to win the actual Kenwood Cup (team trophy) for the second year in a row. Check these pages next month for the full entry list.

Blue water specials: About 150 boats, including six record-hungry maxis, were

entered in the **Newport-Bermuda Race**, which began June 21. Somehow the 'amateur' event lurches on despite itself — the politics surrounding this blue-blazer race are unbelievable and would take up half of *Race Sheet* to explain. . . The 10th Singlehanded TransAtlantic Race (aka **Europe 1STAR**) was also underway as we went to press. Fifty-eight boats, including five 60-foot trimarans and eight 60-foot monohulls, started the race. Given the windy conditions — serious enough to flip *Primagaz* (Laurent

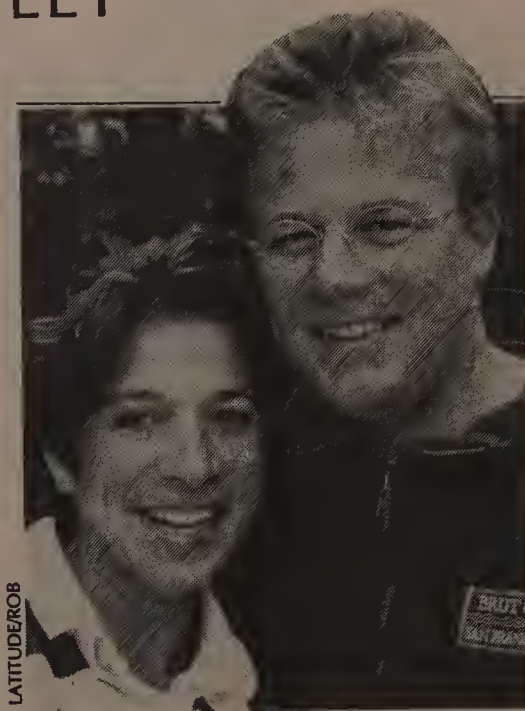
Bourgnon was quickly rescued by a tanker) — Philippe Poupon's 1988 record with *Fleury Michon IX* of 10 days, 9 hours, 15 minutes looks precarious. For many of the 60-foot monohulls, the sprint from Plymouth, England to Newport, RI, is a tune-up for the third **Vendée Globe** singlehanded non-stop race around the world, which starts on November 3 from France.

Melgi for money: Despite a 10th in the first of six races, former Star world champ **Joe Londrigan** won the **Cal Cup** over

THE RACING SHEET

Memorial Day Weekend, picking up a check for \$5,200 in the process (the extra \$200 was for being first to the first weather mark twice). The Cal YC-hosted event was held in Melges 24s, with 11 boats sailing by invitation only. Third place finisher **Russell Coutts** had the regatta in the bag, but was PMSed in the fourth race. If he had a VHF radio on board to hear his number called out, Coutts could have re-started and still won the regatta. But after scoring a cool quarter million three weeks later, Russell probably isn't missing the \$5,000 check too much. See Box Scores for complete results.

Late 'breaking' news: "Gnarly" was the word for Golden Gate YC's **Hard Day's Night Race** on June 22-23. In winds up to 38 knots, three boats blew out mains and two — the Islander 30 Mk. II *Bianca* and the Pacific Cup-bound SC 50 *Oaxaca* — dropped rigs. "Our crew briefly contemplated ritual suicide," said *Oaxaca* owner Dick Cranor. "But while motoring in, we decided to still attempt to race the Pacific Cup. We're exploring every option possible to get a new mast in the next two weeks." Class winners of the ugly, chow-blowing evening were *Dolphin Dance* (SC 50, Dave Sallows), *Dance*



LATITUDE/ROB

Giselle and Thomas Sponholtz, owners of the invincible J/105 'Aquavit', were the top individual donors in this year's Leukemia Cup.

Away (Santana 35, Doug Storkovitch), *Lobo* (J/33, Julio Madri), and *Baffett* (Express 27, Forest Baskett).

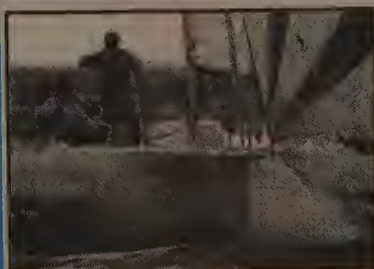
Collegiate sailing wrap-up: The U.S. Merchant Marine Academy at Kings Point was the big winner at this year's **ICYRA/**

Sperry Top-Sider National Coed Dinghy Championship, hosted by the University of Wisconsin in early June. **Bill Hardesty** of San Diego anchored the outstanding Kings Point effort. The top ten teams follow: 1) Kings Point, 129 points; 2) UC Irvine, 158; 3) Charleston, 175; 4) Tufts, 193; 5) Old Dominion, 208; 6) Harvard, 210; 7) **Berkeley**, 228; 8) Boston College, 251; 9) Boston Univ., 268; 10) Hobart/William Smith, 271. (16 teams)

Meanwhile, the Women's Dinghy Championship shaped up as follows: 1) Tufts, 141 points; 2) Navy, 167; 3) Dartmouth, 169; 4) Old Dominion, 183; 5) Georgetown, 202; 6) (tie) Radcliffe and Charleston, 232; 8) Stanford, 242; 9) UC Irvine, 246; 10) Brown, 257. (16 teams) Tufts won the Team Racing Nationals, followed by **Stanford** and ODU.

Afterwards, Senet Bischoff of Tufts was named College Sailor of the Year. Local hotshots **Alice Manard** and **Adam Lowry**, both of Stanford, won All-American honors. Other Stanford sailors recognized were John Alden Meade (Honorable Mention All-American), and Mara Holian and Heather Rogers (All-American Crews). Sadly, no one from Berkeley was similarly honored this year.

Have Some Fun! Join the MELGES Movement!



MELGES 24



MELGES 30

MELGES PERFORMANCE SAILBOATS has redefined keelboat sailing. Their approach to having fun on the water in easy-to-sail high-performance boats like the MELGES 24 and the outrageous new MELGES 30, is working well. Dinghy sailors, young and old, sailors of large and small keelboats, and novice and professional one-design sailors, are all flocking to the MELGES line of boats and coming away with a boat and a sailing program that surpasses their expectations. Sailors are forming fleets around the world with a renewed enthusiasm for performance sailing.

If you would like to take part, just give us a call. We have several fleets of MELGES's on the coast. We are usually the largest class at the big regattas. If you're in a Melges, you're having the most fun.

For a new or used MELGES call:

HUTCHINSON
SPORTS

BRIAN HUTCHINSON
(800) 609-3124

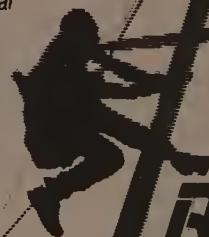
e-mail: hutchsport@SISNA.com

Rigging Specialists

We are experts at solving your rigging & deck layout problems.

Complete Chandlery

Large, in-stock selection of fittings, fasteners, hardware and marine supplies. Fast, personalized service on special orders.



Call Rich Weirick

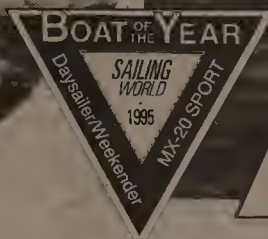
**Richmond
Yacht
Service**

351 Brickyard Cove Rd. Point Richmond
Phone: (510) 234-6959
Fax: (510) 236-7242

MX-RAY

Don't Blink

**MX-TRAORDINARY!
MX-CITING!
MX-RAY!**



MIX20

TWO BOATS, TWO UNIQUE STORIES OF INNOVATION FROM THE MIX20, BOAT OF THE YEAR '95, WITH THE BEST BLEND OF CONVENIENCE, SIMPLICITY, AND PERFORMANCE, TO THE EXPLOSIVE MX-RAY CAPABLE OF 20+ KNOTS M-YACHTS CREATES A WORLD WHERE NOTHING GOES UNQUESTIONED...AND EVERYTHING GOES FAST. WHETHER YOU RACE OR ENJOY A RELAXING REACH ACROSS THE BAY, M-YACHTS INVITES YOU FOR THE RIDE OF YOUR LIFE.



**AQUARIUS PERFORMANCE YACHTS WEST (415) 661-XRAY
2310 38TH AVE., SAN FRANCISCO, CA 94116**



*Liquid
Leverage*

with
SAILTEC
Hydraulics

The best value
and performance
available.

Hansen Rigging offers Sailtec Hydraulics - a great value and a "Great Buy". Available with integral adjuster or panel system, offering simple, safe, and reliable backstay and vang tension.

Sailtec Hydraulics are a superior quality product at a reasonable at price.

SAILTEC Phone/Fax: (414) 233-4242

HANSEN RIGGING

Hydraulic System Repair • Service • Installation

2307 Blanding, Suite H, Alameda, CA 94501

(510) 521-7027



ABSOLUTELY GRIPPING TECHNOLOGY

The absolutely gripping technology of Ronstan's carbon fiber "C-Cleat" has taken hold of the world camcleat market. With its carbon technology, light weight, corrosion resistance, low entry/exit pressure, outstanding grip and unmatched strength to weight ratio, Practical Sailor described the "C-Cleat" as a "breakthrough". Absolutely Hot!

CALL OR FAX FOR FREE CATALOG

RONSTAN

U.S.A. PHONE (813) 443-7661
FAX (813) 447-0867

CANADA: EAST FAX (416) 291-3446
WEST FAX (604) 325-0326



CHANGES

With reports this month from **St. Jude** on a long and slow trip to the Marquesas; from **Jennifer** on adventures around the Indian Ocean; from **Ariadne** on calling home from Mexico; from **Itchy Feet** on delivering a boat from the Pacific Northwest to Coyote Point; from **Thistle** on adventures between Australia and Thailand; from **Talaria** on Mexico, Nicaragua and Costa Rica; from an **Unknown Boat** on making music in Mexico; and **Cruise Notes**.

St. Jude — 29-ft Sloop Stephen Gieber Faster Than A Turtle (Berkeley Marina)

I recently singlehanded from Huatulco, which is way south of Acapulco, to Hiva Oa in the Marquesas. It took 66 days aboard my boat, *St. Jude*, which is a 29-ft Bristol Bay boat that was built in 1931. Until the '50s, it was the law in Bristol Bay, Alaska, that you had to fish under sail from 29 to 32-ft open double-enders with centerboards and lug rigs. The fishery was on sandbars outside river mouths, exposed to the Bering Sea. Conditions included up to 24-ft tides, 6-knot currents, choppy seas, and plenty of wind. *St. Jude* is decked over, has a 6-ft by 6-ft cabin with sitting headroom, four-foot draft, and a Tahiti ketch rig with a gaff main.

Before I set off across the Pacific from Mexico, I came up with what I thought would be a good strategy. I would head west at the end of a Tehuantepec gale, and hopefully get a good push into the Pacific. But the plan didn't work so well. What I got at the end of a Tehuantepec'er was light air and eight feet of chop. Worse, I got sucked into a northeasterly current. That's why it took me 12 days to reach the trades, which were 250 miles out.

The highlight of that first leg — during



Even if it takes you 66 days to get there, the beauty of the Marquesas is worth the journey. But 110 days might be a little long.

which I averaged less than one knot — occurred 10 days out. There was a turtle swimming on the same southwest course as

I, and I managed to leave him in my wake! Knowing that I could go faster than a turtle gave me confidence that I would be okay.

I got a 24-day lift from northeast trades between 10°N and 13°N all the way to 125°W, and then all the way down to 5°N, 127°W, where I entered the InterTropical Convergence Zone. While in the ITCZ, it took 5 days to get from 5°N to 4°N north. Crossing the equator from 0.11.5°N to 0.11.5°S took six days! There was a steady light breeze, but there was also a terrible northwest countercurrent.

My last seven miles into the anchorage at Hiva Oa took 12 hours. When I got within half a mile, there was so little wind that I got out my sweeps and began to row. Just 100 feet from where I planned to anchor, my boat just seemed to stop. Unbeknownst to me, I had 'anchored' with a forgotten fishing line that I was dragging! Not realizing what was wrong, I cried and rowed like mad — until I was rescued by Ralph and Sylvia of the Basil, Switzerland-based *Betonia*. The couple skiffed over, pointed out the fishing line, and set my anchors for me. As for myself, I got the 'spins' and had to sit down and pour water over my head.

My whole adventure with the *St. Jude* started when I bought her in Seattle in 1986. I then sailed down to the Bay Area, where I spent 9 years on F Dock in Berkeley. I left for the South Pacific in May of '95, and actually got 250 miles west of San Diego. But while nearly becalmed I was lured back to San Diego by the smell of tacos and sewage.

I left San Diego in November of '95, and sailed non-stop to Puerto Vallarta. I then gunkholed down to Z-town for the Christmas party. I love Mexico — and what great cruising! After reaching Huatulco, of course, I headed for the Marquesas.

Reading *Latitude* over the years helped keep my cruising dream alive, however there were a couple of warnings — in terms of surprises in the bilge — that I must have missed. The first was when I got to San Diego and heard crackling pops inside my boat that sounded like electrical shorts. But when I looked in the bilge, the water was bubbling and tasted like 7UP and rum! At first I thought it was rapid electrolysis, but later learned that the popping sounds were

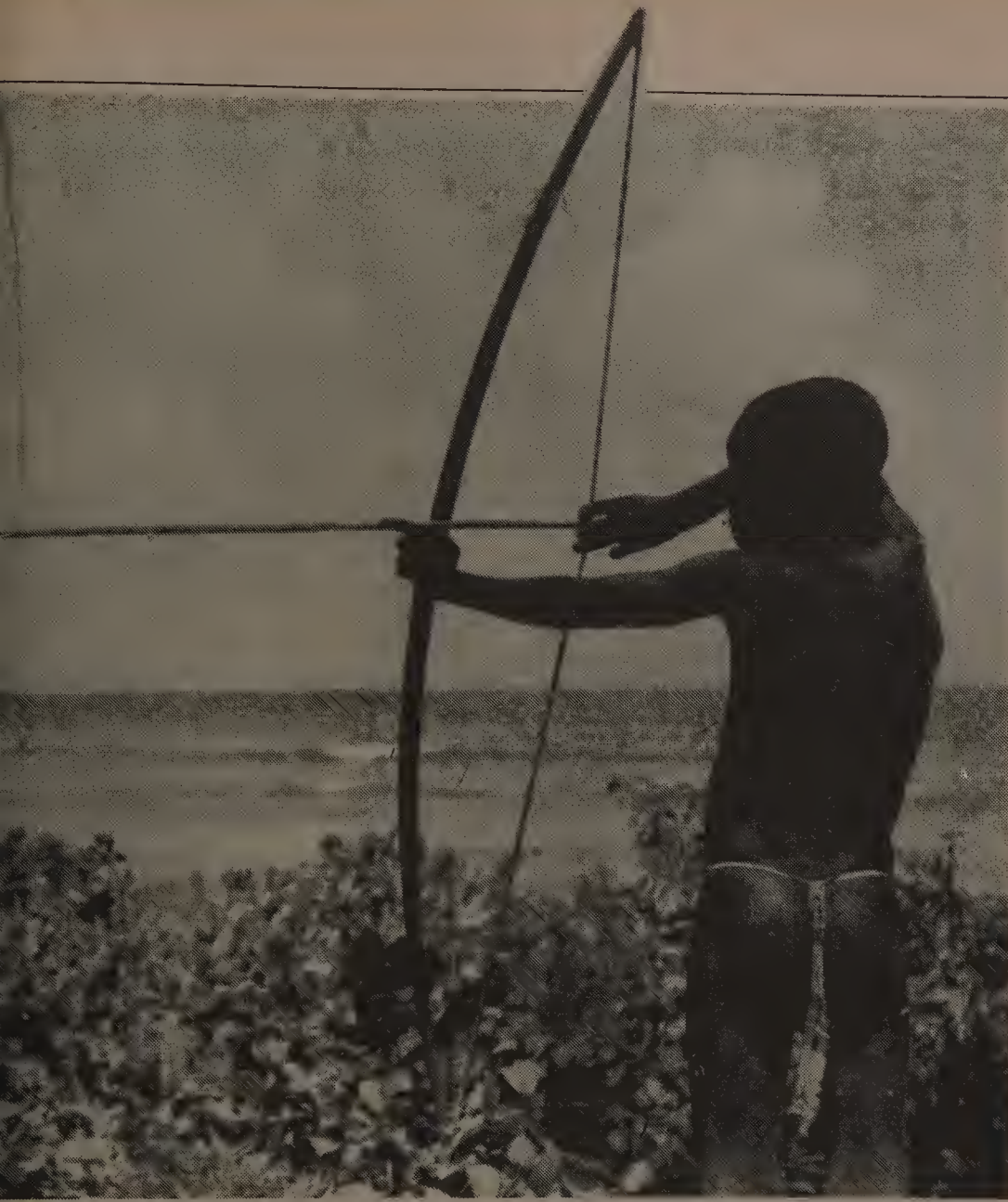


caused by grass shrimp, and the bubbling 'water' in the bilge actually was 7UP and rum which had got there because I'd done a poor job of stowing my supplies.

The other danger I never read about in *Latitude* has to do with the big fish with spikes on their noses; the ones that swim straight up from the deep and get six or more feet airborne. They are breathtaking to watch, but when you're lying in your bunk and they stab the bottom of your boat, they sound like pile drivers!

The first time I got 'pile driven' was on the day before I reached Huatulco. Hearing the crash, I jumped on deck expecting to see a log or a container in my wake. After a long pause, the water off the stern was disturbed by something rising from under the boat. Then a large fish, lying calmly on its side, floated to the surface. When its mad yellow eye spotted me, it began thrashing like a shark. It had a blunt nose, a dolphin-like tail, and I caught a glance of a weird dorsal fin as it dove. But I couldn't find it on my fish identification charts.

I went below and checked the bilge. It was



The pure Negritos of the Andaman Islands are a Stone Age hunting tribe that wants to be left alone. The Indian government agrees.

dry but needed cleaning. Days later, while cleaning the bilge in Huatulco, I found a six-inch spike sticking up through the garboard plank and two sister frames! The spike is a dense boney material, and had broken off flush with the underside of the boat. Since the boat didn't leak, I've left it in as a souvenir of 'the big one that got away'.

One of the ham nets put out a report about a Bristol Channel Cutter, the same color as my boat and with the same name, that was 110 days out of Mexico and overdue in French Polynesia. By coincidence, this happened when I was 60 days out and my mother called the Coast Guard to ask if they thought I was all right. They told her not to worry, saying that if I averaged three knots, it would take me 110 days to sail from Southern Mexico to the Marquesas.

One hundred and ten days? Wow! So my 66-day passage wasn't really *that* slow!

— *stephen* 6/15/96

**Jennifer — Moorings 50
Lars Hassler
Indian Ocean Delights
(Stockholm, Sweden)**

After cruising to Saigon (*Latitude*, March), we sailed to Thailand, the Andaman Islands, Sri Lanka, and most recently the Maldives — where we spent two months diving with hammerhead sharks and huge manta rays.

The Andaman Islands — 400 miles west of Thailand on the way to Sri Lanka — were one of our more interesting stops, as they are seldom-visited and mysterious. Visiting yachts must obtain an Indian visa with an endorsement for the Andaman Islands prior to arrival. This is a very time-consuming process, and as a result only about 10 yachts do it a year.

The Andamans are inhabited by perhaps the most ancient race remaining on earth; pure Negritos, a Stone Age hunting tribe. Unfortunately, contact with the modern world exposed them to diseases and the destruction of their traditional lifestyle. For this reason, most of the remaining pure tribes remain hostile to outsiders and prefer isolation. The total population of pure

Negritos is scarcely 600 today.

When India became independent from England in 1947 and responsible for the aboriginal people, Nehru, India's first Prime Minister, cautioned:

"There is no point in trying to make of them second-rate copies of ourselves. They are a people who sing and dance and try to enjoy life. They are not people who sit in stock exchanges, shout at each other, and think themselves civilized. We do not mean to interfere with their way of life, but want to help them live it according to their own genius and traditions."

Today, most of the Negritos have been 'civilized', which means marginalized, and mixed with Indian settlers. However, there is one small island, North Sentinel, where the 150 Negrito inhabitants fiercely resist all contact with the outside world. As soon as a government boat — with administrators and/or anthropologists — tries to land, they are met with arrows and stones. So far, nobody has dared to venture ashore.

In the July '75 *National Geographic*, there is a story about the failed attempt of 'modern man' to have contact with 'ancient man'. Hopefully the Negrito islanders will continue to manage to resist, as only armed intervention will change the situation.

The British were the first outsiders to settle the Andaman Islands, and soon convicts considered too dangerous for mainland India were being shipped there. During the revolts for freedom in India at the

When Dennis Rodman runs out of fashion inspirations, he need only look to the Andaman Islands. These outfits are hot!



CHANGES

beginning of the 19th century, the British sent more and more convicts — the British called them 'mutineers' while the Indians called them 'freedom fighters' — to the islands. Eventually the Brits built the famous 'cellular jail' at Port Blair, the main port.

This large three-story jail has seven long arms extending from the center in a starfish like manner. It's called the 'cellular jail' because each prisoner was given his own cell — meaning permanent solitary confinement. Today the prison is an Indian National Monument.

The irony is that most of the prisoners were India's 'best and brightest', whom the British had earlier sent to Oxford and Cambridge to become educated and civilized. The treatment of the mutineers was extremely brutal, with forced labor and regular torture used in a futile attempt to break their desire for independence. When you sit in one of the cells, you certainly get an eerie feeling.

Timber is the major commodity in the islands, and we were able to witness the harvesting of it at Havelock Island, one of the few islands where yachts are permitted to anchor overnight. The brunt of the logging labor in the rainforest is performed by elephants. Much to my delight, I was invited to take a ride on the back of one. Although I had just turned 50, I felt like I was five!

It was fascinating to watch the huge elephants move giant logs out of the forest and onto the trucks. The elephants even had to push-start some of the trucks! But the groaning made by the giant trees as they are felled is terribly sad. After watching for about three hours, Johanna and I walked away in silence. We knew the rapidly disappearing trees wouldn't be replaced soon.

From the Andamans, it was an 800-mile, six-day sail to Sri Lanka. We stayed at Galle on the south coast, which is a nice walled city with a huge fortress that was built by the Portuguese and Dutch in the 16th and 17th centuries. While here, Johanna took time out to explore the Dutch heritage that is still very evident in the old fort.

We anchored at the naval base at Galle with all the other cruising yachts, and each night the navy would toss dynamite bombs in order to scare off potential attacks by 'Tamil Tiger' saboteurs. However, other than at the capital of Colombo, the civil war mainly goes on in the north and east of the island.

Here's the deal on the civil war in Sri Lanka. The Buddhist Singalese majority discriminate against the Hindu Tamil minority. In response, the Tamils demand

independence — or at least self-rule. The majority refuses, and continues to discriminate, so the minority continues to revolt. After years of bloody civil war, the majority finally has agreed to self-rule for the minority — which most Tamils are willing to accept. There is, however, an extremist minority of the minority, the Tamil Tigers, who refuse to settle for just self-rule and demand total independence. And so the fighting goes on and on.

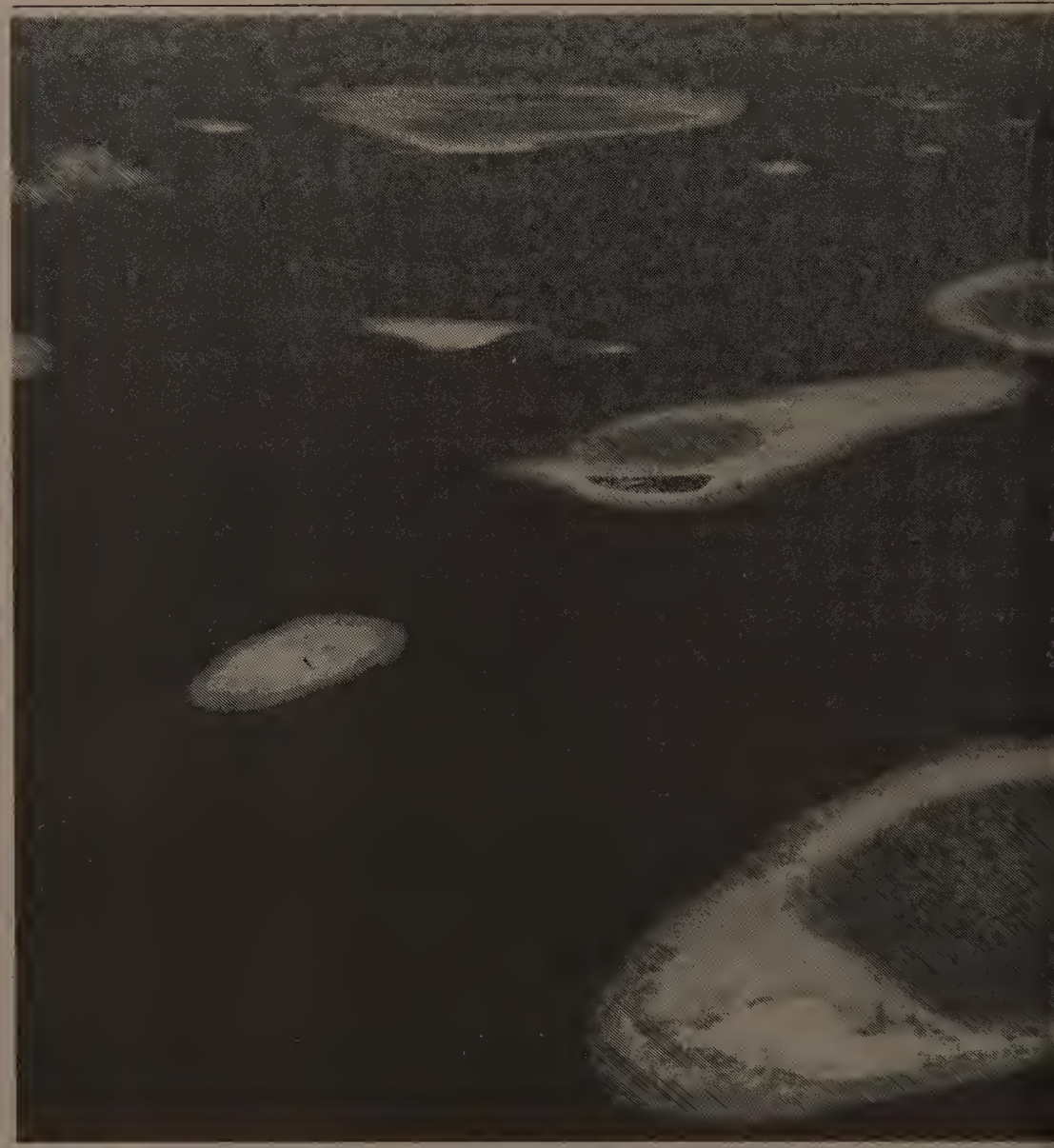
During a four-day trip inland to the beautiful hill country, we visited impressive Buddhist ruins and sites. One such site was a temple atop Adam's Peak, a 6,000-ft mountain. We started hiking in total darkness at 0300, and arrived at the summit just in time for the sunrise — which had been the whole idea of trekking up the mountain. We were almost the only Westerners, most everyone else being Singalese pilgrims. The sunrise and view from the top were spectacular.

No trip to Sri Lanka would be complete without visiting a tea factory. In my ignorance, I had assumed that tea

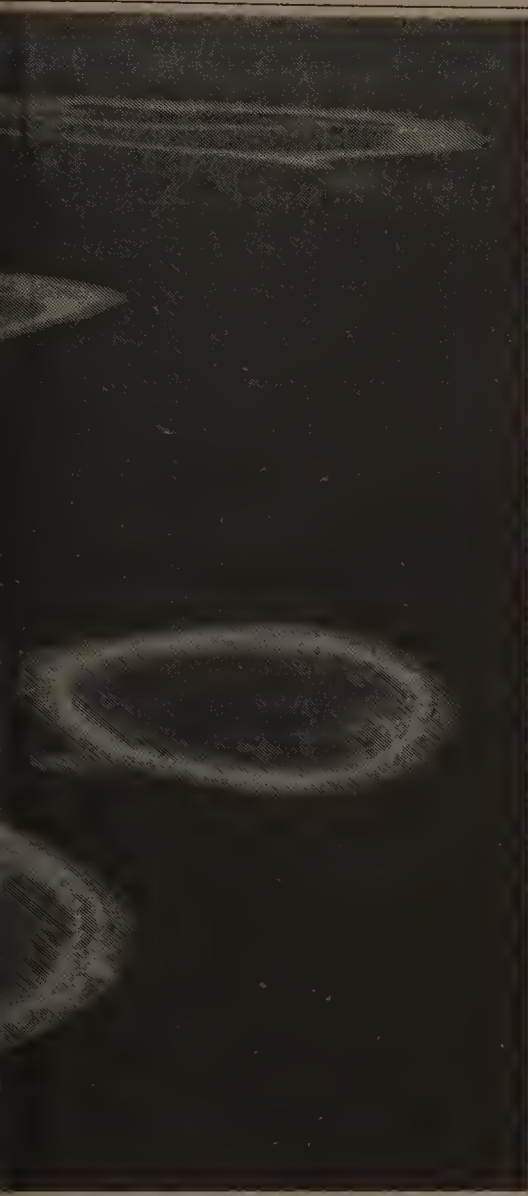
The Maldives have some of the most beautiful — and weird-looking — atolls in the world. Too bad they're in the middle of the Indian Ocean.

production only involved picking, drying, and packaging the tea leaves. But there's much more to it, as it's akin to wine-making. The tea will have different qualities depending on how high the tea is grown, how much sun it receives, when it is picked, and how it is dried, fermented and roasted. Ceylon tea — Ceylon being the old name for Sri Lanka — is world-famous for its flavor and quality.

From Sri Lanka we had a 400-mile, three-day sail to the Maldives in light northeast monsoon winds. To the southwest of India and Sri Lanka, the Maldives is a huge archipelago, with 26 atolls spread over 500 miles, each consisting of an azure/green/blue crystal clear lagoon, with numerous small islands with palm trees and glistening white beaches. Although there are 1,190 islands in all, none of them rise more than three meters above sea level. The biggest worry of the population of 225,000 is that the whole chain of atolls could be submerged and completely vanish because of the rising sea level caused by the 'greenhouse effect'. It



MARTY, THE MAD MALDIVIAN



Heyerdahl's theory is that the Maldives, from as early as 2,000 B.C., were part of an ancient maritime trade route. According to local oral tradition, the Maldives were visited by a mysterious white people, the Redin, who had brown hair, blue eyes, and long ears, and who built statues and worshipped the sun. In Peru, Easter Island, and pre-Columbian Mexico, there are also legends of a seafaring people with fair skin and blue eyes, who came from the East and followed the path of the sun. It's plausible that these people, who were not Europeans, were the earliest seafarers, predating the voyages of the Polynesians, the Vikings, Columbus, and all the rest. It's theorized that they sailed between the ancient world ports in Mexico, Peru, Easter Island, Indus Valley, the Maldives, Mesopotamia, Egypt, and then back to Mexico. They've left nothing but their statues and legends for us to wonder about.

As many of you know, we've been chartering *Jennifer* as we go around the world. During the Indian Ocean period we've had all kinds of interesting guests — including four happy surfers from Southern California who spent three weeks with us. It was great watching them surf the big waves rolling in from the Southern Ocean.

We started chartering 7½ years ago in Sweden and in the Caribbean, and since then we've had 600 people aboard during 90 weeks of charter. It's fallen off significantly, however, since we started our around-the-world cruise from Mallorca in late '92. Since then we've only had 12 weeks of charter and 157 'paying crew'. Most folks have come aboard as 'singles', and we've had four 'relationships' get started on *Jennifer*.

Direct costs — such as agent's commission, food, beverages, fuel, laundry, and a cook when under charter — have burned up about 30% of the gross income. Fixed costs — such as maintenance, repairs, marketing, insurance, communications, and interest — have burned up another 40%. This leaves a gross margin of 30%. Three times in the last three years, however, I have been *totally* broke as all the surplus money went to repaying the boat loan. But now the boat is paid off, I'm in the black — and it sure feels good!

In mid May we will sail south to cross the equator for the fifth time. We'll be heading to the Chagos Archipelago, the Seychelles, Madagascar, the Camoros, Tanzania,

Zanzibar, Kenya, Mozambique, and South Africa.

— lars 5/15/96

Ariadne — Cal 39

Roger Bohl

Calling Home Intelligently
(Northern California)

Having temporarily returned from my cruise to Mexico, I want to share some information about calls home with future cruisers. After all, calling back to the States is both expensive and a pain.

The least expensive way is to make arrangements for somebody in the U.S. to call you. But this means you have to find somebody in Mexico with a phone, and you have to receive calls at specific times. Forget public phones, as they don't take incoming calls. Some marinas — Marina Palmira and Marina San Carlos — will cooperate with you, others — such as Marina de La Paz — will not. For calls like this, AT&T charges \$.92/minute from 7pm to 7am, and \$1.34/minute at other times. This is from a residence. From a business, the first minute is more but additional minutes are less.

If you must call the States from Mexico, the least expensive way is to use a 'Ladatel' prepaid card. Get the 50-peso card to avoid losing too much 'change' on the end of a card. Or learn to master the 'change card' function on the phones — something I was never able to do. Rates are about \$1.40/minute from La Paz. The *Larga*

Call home from Mexico is always fun. But sometimes you can pay a heavy penalty for convenience.



LATITUDE 38/ANDY

could even happen in the next 30 years, which is why the Maldives government is vigorously lobbying in the United Nations to curb the release of carbon dioxide gases from (mostly) the industrialized world. As yet, nobody is paying much attention.

Not surprisingly, tourism, first developed by the Italians in the '70s, is by far the biggest earner of foreign exchange. The Maldives has been extremely successful in developing this industry, particularly the diving aspect. The 325,000 visitors in the last year means they get more tourists than the most popular South Pacific destinations of Fiji, which had 280,000 visitors, and French Polynesia / Tahiti, which had 125,000.

Thor Heyerdahl, famous for his explorations of the oceans in reed rafts — *Kon-Tiki* across the Pacific in '47; *Ra* across the Atlantic in '69-'70; and *Tigris* across the Indian Ocean in '78 — has been excavating in the Maldives since the early '80s. What attracted his curiosity was the discovery of a statue with features similar to the ones found on Easter Island — on the opposite side of the globe. The statue had long ears, like Buddha, but also like the Inca statues from Peru and the statues of Easter Island.

CHANGES

Distancia services seem to vary in price. Usually they are more than Ladatel, and depending on the length of the call, about the same as AT&T.

The next best — and most convenient — are the US companies, but AT&T charges over \$5 for the first minute and \$1.76 for each additional. Sprint charges \$1 less for the first minute. To reach AT&T or SPRINT, dial 95-800-462-4240 or 95-800-877-8000, respectively, from any Ladatel/Telmex phone. There is no charge for access to these services. Never ever use the blue 'Dial O' phones — unless you want to invite bankruptcy. If you doubt me, ask them to quote their rates before making any call!

It seemed as though I had the first e-mail computer on the Baja, and I felt like a trailblazer! No marina I visited had seen such capability, and most managers were intrigued by it and quite helpful. After explaining that I wanted to use my laptop computer to call Guadalajara to reach Compuserve, all the marinas allowed me to use their fax line to make my calls. They usually charged me a rate equal to that for sending one fax page to Mexico — about 15 pesos. During a typical one minute access call, I could send and receive between five and 10 e-mails.

The easiest way to 'plug in' is to use the telephone jack found on the back of every fax machine. Marinas permitting me to do this included Marina de la Paz, Marina Palmira, Marina Mazatlan, Marina San Carlos, and Tripui Trailer Park at Puerto Escondido. *Larga Distancias* would not let me dial myself, so if you want to use their services to access e-mail, I urge you to learn how to use the manual dial capabilities of your computer. Also, some marinas have pulse dialing, so check before using and

Carlos, even using my Oakland access number. I thought my modem was defective, but when I returned to the States, I had no problem. I didn't try lower speeds, as the modems are supposed to drop down automatically, but it might have helped to start lower. The circuits did not seem noisy to my ear, but my modem would not recognize Compuserve's modem signals on those occasions.

Despite the few problems I encountered, e-mail is very convenient. As more people in the States have access and the marinas in Mexico accommodate it, it should become an efficient, effective way to communicate.

By the way, the telephone rates quoted are from La Paz for April of '96. Mexico is supposed to get long distance competition soon, and undoubtedly rates will change. As with all un-posted Mexican prices, ask "Cuanto cuesta" before using.

— roger 5/15/96

71407.2437@compuserve.com

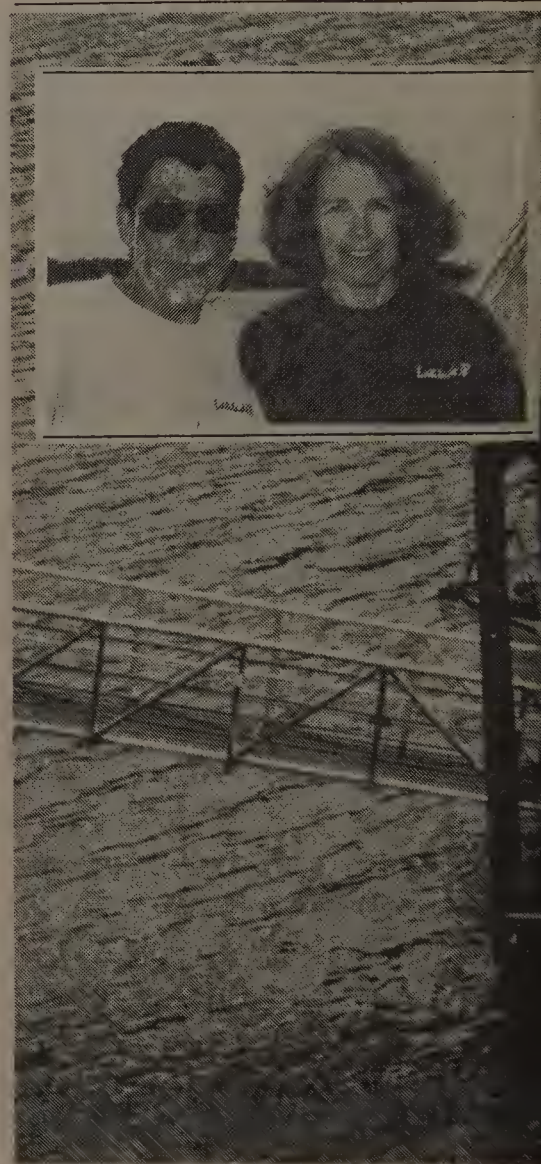
Itchy Feet — Swift 40

Vince Comella, Malene Mortenson
Pacific Northwest To S.F.
(Scotts Valley)

We began our 'Just do it!' adventures at the end of May 1995 with the purchase of our Swift 40 — which we named *Itchy Feet* because we could hardly wait to get out of here. Our desire to adopt the cruising lifestyle became an obsession during the *Latitude 38* flotilla cruise in Tonga. We came home fired up to find 'our' boat and we devoted many weekends to looking everywhere along the Pacific Coast.

We finally decided on *Itchy Feet*, which we found up in Tacoma. We took delivery of her in June, at which time we began a wonderful summer adventure. Since we had to keep *Itchy Feet* out of California for 90 days for tax reasons, we commuted to Washington state and British Columbia, where we enjoyed the beautiful scenery and boating in the Pacific Northwest. I am convinced that I learned enough about logistics last summer — taking equipment and supplies between the Bay Area and Puget Sound — to be able to put a man on the moon.

Needless to say, there were some exciting lessons to be learned in moving up from a 30-footer to a 40-footer. Our first few attempts at docking were uneventful, as there was no wind or current to make things difficult. That changed dramatically in Anacortes late one afternoon, when we motored up a fairway to find another boat in

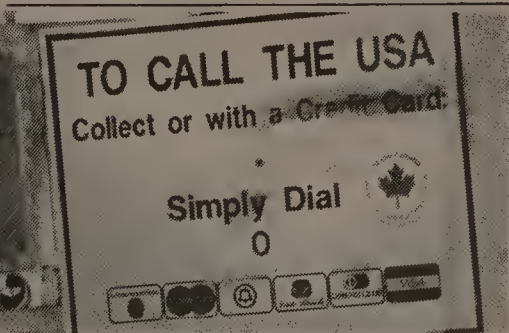


our slip. Vince was able to neatly back up into a slip across and down from 'ours'. But when our slip was vacated and we tried to move in, the cross wind and *Itchy Feet's* relatively high freeboard pushed us to leeward of our intended course. Fortunately, the other half of the slip was vacant and several helpful boaters came over to receive the lines, so we didn't crash into anybody else.

We weren't so lucky — or on our toes — when it came time to exit that slip. Due to some confusion between the two of us, we attempted to back the boat out of the slip — with the port bow line still attached. So much for a graceful exit! I resolved to check all lines myself in the future.

Nonetheless, we had a wonderful trip through the San Juan Islands, anchoring in little coves, exploring the Steward Island Park, looking for whales (which we never saw), keeping an eye out for drifting logs (we saw plenty of them), and making our way to Sidney, Vancouver Island, British Columbia.

Sidney is a wonderful place and the Canadians are very friendly. Everyone we passed on the street — and since we were on

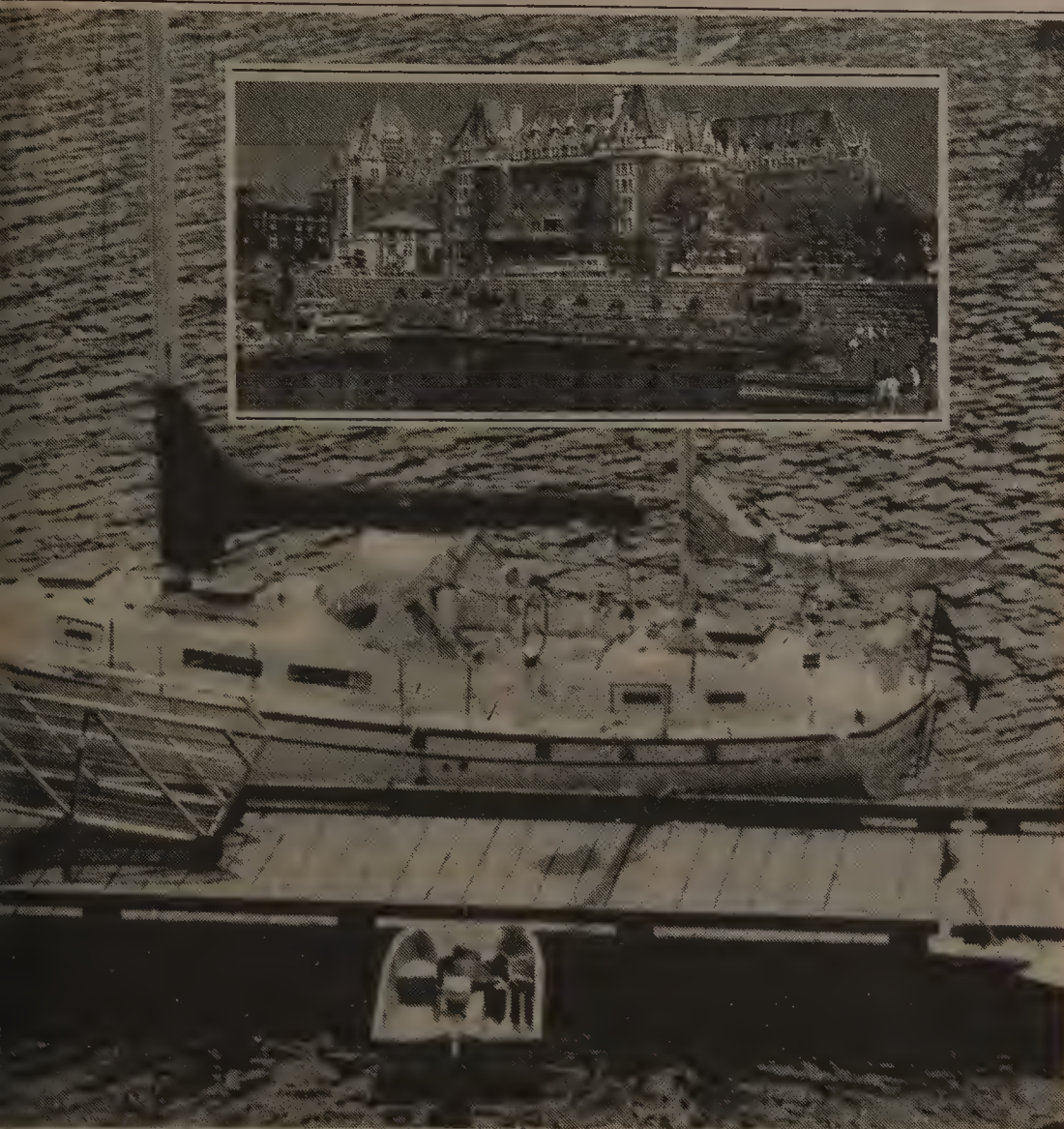


LATITUDE 38/ANDY

In Mexico, you Dial 'O' for Insolvency — at least that's the opinion of Roger Bohl.

know how to tell your computer to pulse dial.

For some reason, I could not complete e-mail sign-ons from Tripui or Marina San



PHOTOS COURTESY ITCHY FEET

Spread; 'Itchy Feet'. Inset left; Vince and Malene. Inset right; some of the sailing attractions in the beautiful Pacific Northwest.

foot, we passed a lot — said 'hello'. While in Sidney, we made some changes to the boat in anticipation of our September trip down to the Bay Area: modified the main, added a second propane tank, moved the anchor chain back from the bow, added a topping lift because we didn't trust the vang to hold the boom up, and tested the radar.

With all the jobs completed, on September 3 we took off on our first ocean sailing voyage: Sidney to San Francisco. Actually, it wouldn't be accurate to call it a 'sailing' passage, as there wasn't any wind except for two occasions: a gale from mid-Oregon to the north tip of California, and inside the Golden Gate to Coyote Point. Fortunately, two friends were able to join us for the trip: Frank Degnan, a sailing instructor, and John Nichol, who had never been on a sailboat before.

The trip out of the Strait of Juan de Fuca, right at the beginning, was undoubtedly the worst part of the trip. The weather was awful, with rain, lightning, and thick fog, and we

were headed right into big waves. We couldn't have made the night passage without the GPS and radar.

And silly us, we naïvely expected the commercial traffic to be in the shipping lanes! Like the proverbial gorilla, they were anywhere they wanted to be. We quickly learned to track *all* blips very closely. Passing Cape Flattery at 1400, we headed out to sea. Our intention was to go out about 50 miles and then parallel the coast. Each afternoon the weather service promised 15 to 20 knots of wind, but the only time we had wind was when they predicted calms. So we motored.

We stopped twice for fuel; once at Gray's Harbor and once at Crescent City. Both times we had to jerry jug the diesel from a gas station! At Gray's Harbor the marina was closed. In Crescent City they wouldn't sell fuel to pleasure boats! Both times we found helpful people willing to drive us to a gas station and back. Apparently there are quite a few places along the coast that don't get enough pleasure boats buying fuel to carry both commercial and recreational fuel. I can see how it might cause somebody a serious problem.

As we approached the Oregon coast, we were a little concerned about a weather

report forecasting gale force winds. But the warning was canceled when we got to the area, so we figured we might as well continue motoring. Well, guess what! Almost as soon as the warning was canceled, the wind began to build to 35 knots. And with gusts to 45 knots!

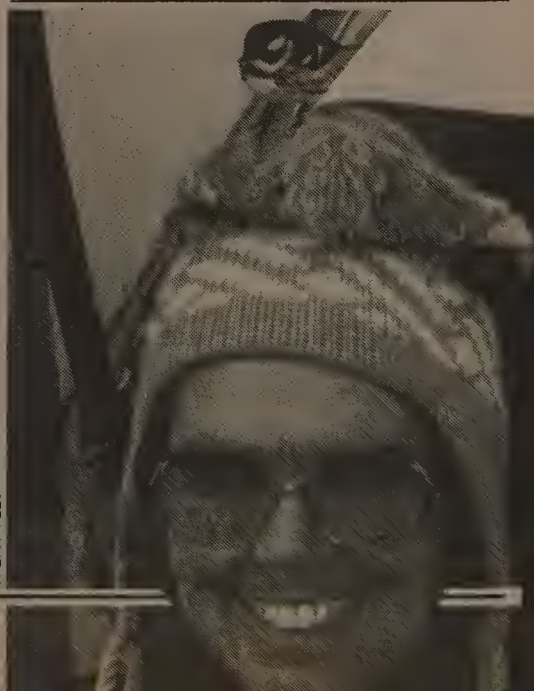
Itchy Feet literally rose to the occasion, and we surfed down the waves at 10 to 12 knots for several hours. Fortunately the wind was coming from aft and the seas weren't confused. Dolphins joined our surfing adventure for about 30 minutes during the night — and they would join us several other times before we reached the Gate. Other than everyone getting tired from lack of sleep, we had a great time. By the way, the autopilot was out of commission, so we had to steer the entire trip.

We had two unexpected visitors for our passage along the Marin coast: tiny sparrows. The first to land was a male, who stayed about three hours. After he had flown away, a female hitched a ride for about eight hours. She seemed completely unafraid of us, alternately perching on the wheel, our hats, shoulders — and anything left laying in the cockpit. We tried feeding her several types of food before hitting on Cream of Wheat, which she specifically preferred to eat from Vince's bowl. We were sorry to see her go.

Also on the nature front, we spotted a large leatherback turtle lazing in the sunshine outside the Gate. It almost made up for the orcas we didn't see in the San Juans.

It was sunset and all the lights were

Marin sparrows are friendly — as evidenced by this one perched on Malene's head. Cream of Wheat is their favorite food.



ITCHY FEET

CHANGES

coming on as we sailed beneath the Gate. What a beautiful sight! And after we passed under the Gate we got wind — finally! We set the sails and literally flew along the San Francisco waterfront, beneath the Bay Bridge, and down the South Bay to our home, Coyote Point Marina.

What a trip! It didn't bother me at all to be out of sight of land, and being on the ocean in the moonlight was exquisite. And I can't even begin to count all the lessons we learned. To name a few: That even though you may never steer your exact compass course, it will average out, That fishing boats, research vessels, tugs, and large passenger ships will all respond to calls on VHF to make sure everybody passes each other safely. That radar is indispensable in the fog. That pleasure boats need jerry jugs because it may not be possible to buy fuel in coastal harbors. That gale force winds aren't as scary as I expected — at least in a well-found boat. And last but not least, mariners are the most helpful and tolerant group anywhere — because everyone goofs up at some time or another.

We are preparing to sell our house, outfit the boat for long distance cruising, and take off in 2½ years when Vince retires. I may crawl out of my skin with anticipation.

— malene 5/25/96

Thistle — Cal 39

**Duncan & Marlene McQueen
Sydney To Phuket, Thailand
(Los Osos)**

[Editor's note: In the April Sightings we published a 'mini-interview' with the McQueens, whoM we consider to be typical of middle-class Americans who are doing circumnavigations. At that time we promised to publish more details of their trip, starting with the May issue. We lied, because it's the July issue and we're just getting around to it. This segment starts in the spring of '93. In the August issue we'll bring you up to the fall of '95.]

In May of '93, Duncan sailed *Thistle* from lovely Cammeray Marina to Brisbane, Australia, and after visiting with his cousins, we sailed together up the inside of the Great Barrier Reef. There are so many islands, islets and cays on the Reef that it's impossible to see them all, so we chose the best anchorages that were on our way. In the process, we couldn't help but marvel at the way Captain Cook managed to maneuver his relatively clumsy *Endeavour* through this obstacle course without the aid of charts, radar, GPS or an auxiliary engine. Many of

the islands are now exclusive resorts, but most are still open to anyone who wants to drop a hook and explore. Each island has unique characteristics and history, and most are ringed with a lovely coral reef.

The Australian winter is July and August, which is the best time to sail the 2,000-mile long Reef, which starts near Bundaberg and ends in the Torres Strait near New Guinea. The wind is predominantly from the south, usually at 10 to 30 knots, so we were able to sail downwind as we made our way north through the '100 Magic Miles' of the Whitsundays. We stopped every other night or whenever convenient to sightsee and to reprovision. Although we did some snorkeling, the strong winds brought disturbed seas and murky water. As we got further north, however, the air and sea temps became warmer and the water clearer. We saw gigantic clams, turtles, tropical fish and lovely coral.

The Aussie marinas, yacht clubs and people were, in general, most hospitable. And while at sea, we were buzzed nearly

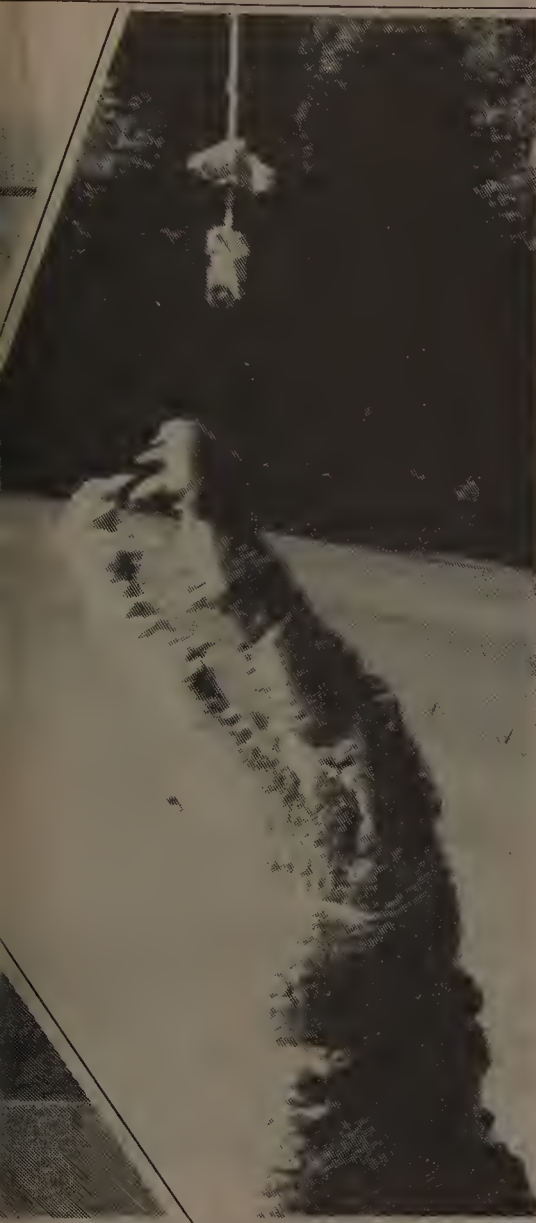
Clockwise from above; The McQueens and 'Thistle' at Tonga, Lomblen, Komodo, leaving Morro Bay, Queensland, and center, Tonga.

every day by the Coast Watch airplanes. They keep close visual and radio contact with all boats, searching for drugs, and illegal immigrants — and are always ready to help someone in distress.

In North Queensland, the coastal waters are nice, but the threat of crocodiles keeps swimmers out of the water. Some of our favorite landfalls in this area were Lady Musgrove Island, Lindeman, Hamilton, Whitsunday, Hook, and Michaelmas Cays — the latter a national park with millions of screeching birds. Low, Hope, and Lizard Islands were very nice, too.

Lizard Island is famous because the Watson family settled there in 1881. A while later, with Mr. Watson absent, the aborigines invaded, killing Mrs. Watson, her baby, and a servant. Only one Chinese servant managed to escape — in a huge whaling pot, of all things — to another island. Alas, he starved to death. It was also here that Captain Cook climbed to the peak and saw a passage through to the open sea.





ALL PHOTOS COURTESY THISTLE

Train for a trip through the rainforest and over gorges and by waterfalls. There's lots of rain in this area, and we saw crocodiles resting on the river banks supervising the cutting of cane.

After a stop in Port Townsend for parts and repairs, we headed to the top of Thursday Island, which is only about 80 miles from Papua New Guinea. After seven days of non-stop sailing — we had a leak in the transmission — we arrived in Darwin. Although a nice town, you have to anchor nearly a mile offshore. This meant it took 20 minutes to dinghy in — usually against the wind and sloppy seas — after which you had to use a 'dinghy dolly' to drag your dink several hundred feet above the high water mark. When you want to return to your boat, you have to do it all in reverse!

Although we were still waiting for our very expensive Indonesian visas, we left Darwin on August 20 for Kupang on the east coast of Timor. The west coast is still out-of-bounds to visitors because of recent unrest. After five days of sailing, we arrived at Kupang, a bustling city with countless *bemos* (vans used as buses) that are brightly decorated with Christmas lights and almost perpetually have their horns honking. Good food — mainly rice or noodles with meat, fish, or vegetables — was available for reasonable prices at many restaurants. The people were friendly and most of the older folks had 'betel nut smiles' — which consist of black gums, an orange tongue, and few teeth. Chewing betel nuts puts them in another realm, but it seems to be an acceptable habit for these poor but happy people.

It was in the fast-moving straits and swirling waters on the way to Lomblen that we had our first serious encounter with a reef. We'd sailed all night, taking turns on watch, when at 1100 I became concerned and headed a few more degrees away from shore. Still concerned, I awoke Duncan, who pointed us out another 10 degrees out before retiring once again.

With everything looking good, I went below to make a sandwich. Five minutes later I heard a ghastly thud and crunch beneath the hull. We'd struck a reef and were being pushed on it by the wind and tide! In our haste to reduce pressure on the sails, we dropped a line into the water. In compliance with Murphy's Law, it wrapped in the prop, and thus we had no power. Duncan immediately threw out an anchor and began to launch the dinghy. But by the

time we had the motor on the dink, *Thistle* was listing in shallow water. I called for assistance from other boats in the area. We got responses, but nobody would be able to get to us immediately because they had to anchor and launch their dinghies.

The first to arrive were Don from *Green Dolphin*, Russell from *Hoamoana*, and Mark from *Charlotte*. The ladies stayed on the boats to keep anchor watches. Working together, the men set three anchors, then tried to winch *Thistle* out. They had no luck, as the rudder and keel were wedged in the coral. You can't believe what a horrible sound the hull made grinding against the reef. It made us feel so hopeless. Then the tide started going out and darkness fell.

Meanwhile, Duncan had been diving on the boat and removing some of the coral in the boat's path to freedom. When he surfaced, his hair was blue from having rubbed against the bottom paint. A few natives that came by stared at him in astonishment: white man, blue hair!

I stayed aboard *Green Dolphin* that night while her skipper stayed aboard our boat. About 0200 we got the good news: *Thistle* was off the reef and in 28 feet of water! Everyone was amazed. It was a miracle, and thank God it had been a very calm night. Had the wind come up, we could have easily lost the boat. As it was, she didn't take on a drop of water.

Once in Lomblen, we enjoyed a nice dinner with the friends who had helped save our boat. Together we all visited a lovely

Duncan, a middle-class American in the middle of a circumnavigation. He often singlehands the tough passages.



MARLENE MCQUEEN

During our voyage up the Great Barrier Reef, we met several boats that we'd known from the South Pacific in '92. Although everyone has their own itinerary and you keep up via the SSB, it sure is nice to see folks in person. It's like one big family of yachties out there, with folks from all over the world looking out for one another and joining up to enjoy sightseeing, meals, and sea stories. Most are couples, with some singlehanders and a few families thrown in.

Near the 'top' of Australia, we passed Sunday Island, where Captain Bligh, following the mutiny on the *Bounty*, had stopped for food and water with his longboat. We also passed Sir Hardy Island, where in 1834 a ship struck a reef. The crew and passengers escaped on rafts — only to be butchered and eaten by aborigines. The only exceptions were two young boys, who were adopted. Two years later the boys were rescued — and skulls of 17 victims discovered.

We visited many coastal cities including Mackay, the sugar cane capital, and Cairns, from where we took a scenic flight over the Reef and later boarded the historic Kuranda

CHANGES

village that had houses made of sticks, boats that looked like huge spiders, and bicycle-powered rickshaws. Indonesia is the largest archipelago in the world, with 13,000 islands in an area that stretches 3,000 miles from east to west, and 1,200 miles from north to south. As might be expected, Indonesian waters are full of mariners on every type of vessel imaginable.

Indonesians live very simple lives in which religion plays a significant role. There are Hindus, Muslims, Buddhists and Christians of all churches. The women clothe their bodies from head to toe, and even though it's very hot, shorts and sleeveless blouses are considered in poor taste. Pointing one's finger or putting your hands on your hips is considered rude, and men and women must never kiss or hold hands in public. At 0430 each morning the Muslims start their call to Allah, and in the process wake up everyone in range of their P.A. systems. I don't think I'd be a very good neighbor in this country, but everyone seems to put up with it.

After a few days of R&R, we left for the north coast of Flores Island. We didn't stay as long as we'd planned because the anchorage was all coral, and thus we regretfully missed the lake-filled volcano at Kelimotu, which is reputed to be very lovely. Flores was devastated by a tidal wave in 1987, which wiped out many villages and thousands of people. With a little effort, you can still find evidence of the Portuguese and Dutch settlements from the time when these islands were the trading mecca for wonderful spices.

We next anchored in a beautiful lagoon, where kids came out in their canoes to ask for books so they could learn to speak English. We gave them all our *Latitudes*. A couple of stops later, we pulled into another

Marlene has been a great cruising partner, but Duncan says she has a tendency to "blow things out of proportion".

'stick village' with a very large mosque. Five young Muslim men clad in their colorful *sulus* came out to greet us, and asked if they could come aboard and have a look. I don't think they'd even looked through binoculars before. And when Duncan showed them some video he'd taken of them, they were dumbfounded.

After a few more stops we worked our way up the treacherous Straits of Komodo. The currents were horrendous, so thank goodness the engine didn't quit. Komodo National Park is home to the famous prehistoric Komodo dragons, of which only a few thousand are left on the two islands. The dragons weigh up to 200 pounds, and are carnivores who have been known to eat humans.

As we continued on, we had fine cruising. We stopped at Banta, where the snorkeling was very good, and Sape, where women draped in wonderfully colorful sarongs and shawls sold us fresh fruit and veggies. A neat stop was Pottopadu, a hidden lagoon with a very narrow opening. We had to drop anchor almost immediately upon entering, as we were surrounded by fishermen and their nets. Friendly and curious, they asked for bandages, T-shirts — anything we could give them. When Duncan played his saw, they all laughed.

On September 15, we arrived in Bali and found the harbor to be crowded, shallow, and dirty. It's certainly not what one would expect of this world famous island. Inland was nice, however, with beautiful green terraced rice fields, ancient temples and offerings to the gods at the doorstep of every home and business. Each house has its own little shrine to keep the evil spirits away.

After Bali, we had to make something of a mad rush to Singapore as we had babysitting commitments with the grandchildren. In 12 days we covered what most cruisers do in a month. This required a lot of motoring as the wind was light or non-existent. We had a nice picnic with five other boats at Palua Seratu in the Karimata Straits of the South China Sea. Visibility was very poor however, as they were having bad fires in Sumatra and Borneo about 40 miles away.

Crossing the 20-mile wide Singapore Strait was something, as we had to dodge the hundreds of cargo ships waiting to unload. One ship enters the harbor at Singapore every nine minutes! We anchored at Changi Village, which is a 45-minute bus ride or 15-minute subway ride from town — where everything is quite expensive. I returned



home from there, while Duncan singlehanded up to Malaysia, where he met the Raja Muda, the crown prince, and continued on to Thailand where he put *Thistle* on the hard until our return.

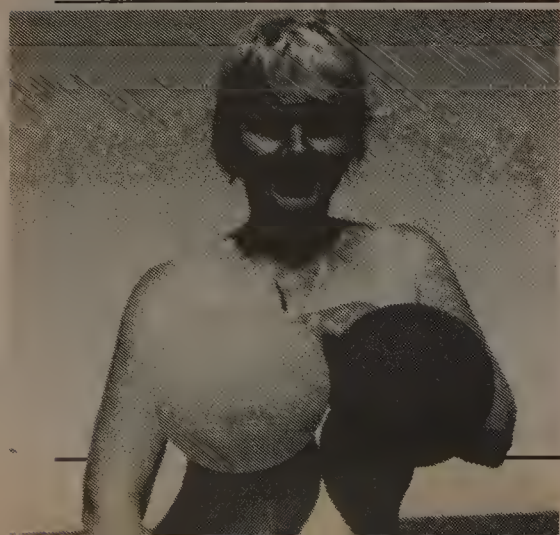
[To be continued next month.]

— marlene

Talaria — Ericson 38 Ron & Laurel (14) Snetsinger Costa Rica (Sausalito)

It was a little more than six months ago that my father and I sailed our Ericson 38 *Talaria* out the Gate. Since then we have rallied in the Ha-Ha, spent six weeks in Z-town, and bounced along close hauled in 30 knots of wind for three nights off the coast of Guatemala and El Salvador. We managed to survive the Z-town VHF 'Radio Nazis' (the people who seem to spend all their cruising time in Mexico glued to the VHF), the Ixtapa mosquitoes, and the Papagayo winds.

In Mexico, I liked Los Frailes, which is between Cabo and La Paz; La Cruz, which is near Puerto Vallarta; and Melaque, where we met Phil at Los Pelicanos and got to



DUNCAN MCQUEEN



Beguiling Baracoa, Cuba. Tune in next month to find out what happened when we arrived unannounced.

guess the identity of her sister the movie star. Just like everybody else, I liked Zihuatanejo; Acapulco was all right for provisioning; and Huatulco was quiet and nice. I didn't particularly care for Cabo or Manzanillo, which were rather dirty and crowded, although checking in at Las Hadas was easy.

We didn't stop at Guatemala or El Salvador because with the strong offshore winds it was all we could do to keep from being blown halfway across the Pacific. We tried to enter the Gulf of Fonseca, where Guatemala, El Salvador, and Nicaragua all come together, but we had 35 knots on the nose and a strong current. With five-foot seas really close together, we just couldn't make it.

Badly needing sleep, we decided to try Corinto, Nicaragua, just 50 miles down the coast. The channel was pretty well marked, and the anchorage nice — although there was a two-knot current. We were charged \$50 U.S. by Immigration and \$15 by the Port Captain. While this might seem a little

expensive, we know we weren't getting ripped off because an English-speaking man not associated with Immigration or the Port Captain showed us a tariff from Managua stating that any foreign flagged vessel must pay fees of that amount.

We found Corinto to be a friendly and clean town. Milton, the owner of El Punto restaurant, speaks English very well. He's hoping his place might become a cruiser hangout, so anyone headed that way might keep him in mind.

We are now anchored in Bahia Ballena, Costa Rica. Our friends Tim and Tricia of *Seque* — who left Sausalito four years ago and kept encouraging us to 'shove off' — are here, too. The Bahia Ballena YC, built on a big rock at one end of the bay, is closed for renovation. We are told it will be complete in 10 weeks.

The water here in Costa Rica is warm, clear and jellyfish-free. However, I'm told that once the rainy season starts in earnest, the water will be brown and murky. Almost every night a rain squall comes through, dumping water down the hatch onto my head. It's not the nicest way to wake up!

I've made many friends, both kids and adults. In Z-town there were eight of us kids

between 12 and 16 running around at Christmas. Right now my playmate is Forrest, a 15 year-old who is sailing with his dad Blackie aboard their ketch *Love*.

I miss sourdough bread, fog and my El Toro, but mangoes, beaches, and a surfboard make up for them. Our plans are to stick around here for hurricane season, and come summer I'll be flying to Denmark to visit my mom for the summer. Then we will most likely continue to the Caribbean.

P.S. Hi Jherek! Hi Tiburon YC! Hi Richmond YC Junior Program!

— laurel 4/10/96

Unknown Boat — N/A Melly (Guitar & Vocal) Harry (Listener & Shaker) (Sea of Cortez)

We're inspired to write after reading the letter from Rick and Christy Gorsline of *Nanook* about the camaraderie among cruisers. Almost everywhere we've been, from San Diego to Cabo, to Z-town, to La Paz, we've found cruising musicians and musical people who just love to get together, play music, and have fun. It's a special sort of cruiser camaraderie. Being a 'cockpit musician' myself, the opportunity to play and sing with a variety of instruments and people has been fantastic.

We've been fortunate to have travelled to some of the same places as *Gumbo Ya Ya*, which has a family band aboard. You remember them, they played at the Ha-Ha Kick-Off Party in San Diego last October. Aboard the 37-ft *Ya Ya* they have a keyboard, bass guitar, drums, amplifier and all the other stuff that goes along with bands. They also have four tall crewmembers.

Live music has been a part of the best Sea of Cortez Sailing Weeks since the very beginning. Here a harp player pleases the crowd.

LATITUDE 38/ANDY



CHANGES

Curt, the dad, says, "We can back up any kind of music" — and that statement has proven to be true. Although their preferred type of music is reggae, they've played backup for country, soul, blues, rock & roll, Celtic, ballads — you name it. Whatever cruising musicians have thrown at them, there they've been, in the background having a great time. The oldest Ya Ya son showed real musical dedication by continuing to play the drums despite a broken wrist suffered in a dinghy landing gone bad.

While in Z-town we had several jam sessions at Restaurante Noemi's. Noemi miraculously turned her backyard into a nightclub for cruisers. It was great, as we had a large audience of cruisers — plus roosters and chickens sitting in the trees keeping a watchful eye. We had two saxophone players there; Charlie from *Landfall*, and John 'Mr. Sweet Lorraine' from *Sweet Lorraine*. In addition, there were Sue and Pepe from *Melissa*, with guitar, harmonica and vocal; Jim from *Passages* with guitar and vocal; and Tamatria from *Vortex* with her incredible vocal range — rich baritone to high soprano in no time at all.

Our last evening in Z-town was spent at Owen's Place on Los Gatos Beach, playing music with Joe and Janet from *Tegan*, both with mandolins. There were about 20 cruisers singing at the top of their lungs. The only other instrument that night was my guitar, but it was still great fun.

Almost every night at this year's Sailing Week was a musical extravaganza. *Gumbo Ya Ya* hauled their equipment ashore every day and played. Some of the same crowd from Z-town was there, too. In addition, there was a great sax player, whose name and boat I unfortunately can't recall. We also had Lee from *Flying Lady*, on guitar and vocal; and Jeff from *Rio* with mandolin and vocal. We also had several small non-amplified gatherings in the early afternoon, where I found a sister-in-harmony: Vicki from *Devotion*, who also plays guitar.

I also had the pleasure to sing for the wedding of Connie and Jessie of *Topaz*, an event which also took place during Sailing Week. During that same week, the Queen, Nancy from *Cruiser*, wrote and sang some great verses to our favorite sing-a-long tunes. It was great fun watching everybody dancing barefoot in the sand.

We've been having a wonderful cruise — and having all the music has been a great added perk.

— melly & harry 6/9/96



Near the end of his 39-year circumnavigation, Merl Petersen appears to be pulling a freighter through the Panama Canal. See 'Letters'.

Cruise Notes:

"I wish you guys would quit promoting Zihuatanejo so much," writes Marty Stitt of *Cloud Nine*. "One-hundred-and-fifty boats for December and January is a bit much on the eco system, nerves — and even some tempers. And by the way, your **Baja Ha-Ha** seems to be a great way for the inexperienced, unprepared, and sometimes unsafe wannabe cruisers to invade otherwise calm, quaint and quiet waters. There, it's off my shoulders and out of my craw."

We feel the same way about 'foreigners' in California that you do about excess cruisers in Z-town, Mary. If people weren't born in this state, they never should have come here. Right? It used to be so fine, but now what a contentious, overcrowded mess!

We'll accept some of the blame for so many boats going to Z-town, but not all. After all, it's really Z-town's fault for being so darn charming. Do you think everyone would follow our advice if we recommended they hang out at Lázaro Cárdenas?

The great thing about Mexico is that there is so much coastline and so many great anchorages — some of them not even mentioned in the popular cruising guides. We think it would be terrific — and would keep Z-town from being overrun — if you

and other experienced sailors would be so good as to sing the praises of some Z-town alternatives. Tell us more about **Tenacatita Bay**, about the great old city of **Mazatlan**, about the seldom-visited anchorages just a few miles from **La Paz**. And in the vicinity of Z-town, what about **Ensenada de Pechilinguillo**, **Buffadero**, **Papanao** and the cool spots in the vicinity of **Acapulco**? Send some copy and a few photos and we'll be happy to publish them.

As for your snide comments about the **Ha-Ha**, we believe it's actually a pretty good way for relatively inexperienced cruisers to get their feet wet. For to some extent there is safety in numbers, in terms of comparing gear, techniques, and strategies, as well as possibly being able to render or accept assistance during emergencies at sea. It's also important to remember that at some time in the past, each one of us was a novice making foolish mistakes and asking what might now seem like stupid questions. Give these new folks some slack, Marty, for all they want to do is be just like you.

Deep in our hearts, we believe that cruising is good for people. It tends to mellow them out and makes all of us more aware and appreciative of Nature. Further, cruising tends to bring out the best in people — which is why we encourage those with an interest to follow through with their dream.

Why is there such a dramatic increase in the number of folks cruising to Mexico and beyond? Earl Hansen, now of the Washington-based Peterson 40 **Incredible**, has a theory: "Most of the challenging part of cruising is gone now," he claims, "and we're all spoiled by our big, fast, safe boats, and by our radios and our navigation gear."

Hansen is fully aware of the difference between 'old time' and 'modern' cruising. He did his first circumnavigation aboard a wood H-28 ketch, and his second aboard the retired IOR racer *Incredible*.

His theory is right on, too. When we did our first race to Mexico 15 years ago, we navigated by dead-reckoning and didn't have a radar. Was it ever challenging, flopping around in a thick fog, possibly in the middle of a shipping lane, waiting to be rundown by an as yet invisible freighter. It's certainly not as daring anymore — not with a great radar, three GPSs, a reliable SSB, and a 406 EPIRB for emergencies. But it's a hell of a lot safer and more enjoyable.

"You, too, could be cruising," taunted former Alamedans Jim and Diana Jessie, who despite having a seven-year circumnavigation to their credit, took off

again last year on an indefinite cruise aboard their Lapworth 48 **Nalu IV**. "Enclosed is a photo we were given by Antonia of **Dark Star**," they continue. "The photo, 'Sailing Bum', has created much discussion and controversy aboard our boat. Specifically, is the 'bum' male or female? We women argue that it is definitely a male 'bum', while the men contend it most assuredly belongs to a female. Knowing that your readers are an observant lot, we are leaving it up to them to resolve the conundrum."

The other photo is that of *Nalu's* crew in the Sea of Cortez: from the left, Linda Keigher, Jim Jessie, Diana Jessie, and Rodrigo Aguinaga. "The latter flew in from Africa, via his home in Spain, to spend a few weeks 'in the colonies'."

We've spoken to many cruisers — including the Jessies — who've told us that a very favorite part of their circumnavigation was cruising in **former Yugoslavia**. This was before the country fell apart, of course. Back then there was a great association of marinas to accompany the spectacularly scenic cruising.

The good news is that Croatia is once again safe for cruising — and actually has been for more than a year. Pantaenius, the big German insurance company, considers the area "no different than any other part of the European Mediterranean coastline". Prince Charles recently flew into Dubrovnik with his own plane, and as we go to press charter flights full of charter sailors are arriving, too. Forty marinas are in full operation and playing host to thousands of boats, charter companies are forming right and left, and last summer there was even a regatta featuring the likes of Peter Gilmour, former America's Cup skipper for the Aussies. As for the Croatians themselves, they've got the welcome mat all rolled out and big smiles on their faces, believing they can rebuild their country with hard currency handed over to them by happy tourists.

Every three months for about the last 10 years we've received reports from well-meaning cruisers that a new fuel dock has at last opened in **Cabo San Lucas**. The most recent false report was in April. As of June, it still wasn't open. "It's run afoul of politics," reports our source in Cabo. In Mexico, you can't count on anything until *after* it's happened.

"We have a new boat and we're ready to go again," writes Roger Chrisman of Tiburon. "She's the Swan 46 **Obsession**, a centerboarder with all the creature comforts as well as a main that hydraulically furls. We



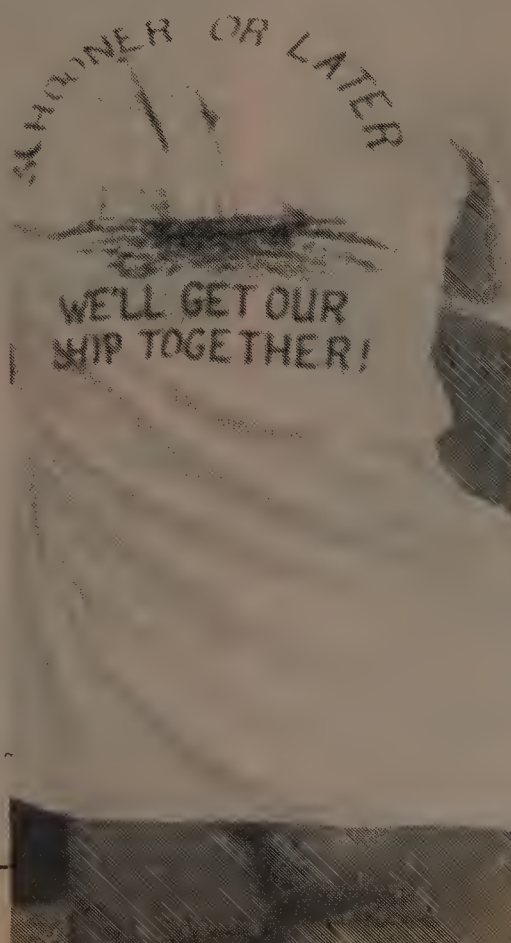
NALU IV

Loving the cruising life aboard 'Nalu IV'; Linda Keigher, Jim Jessie, Diana Jessie, and Spaniard Rodrigo Aguinaga.

spent last summer cruising Washington and British Columbia, and arrived back in the Bay on September 5.

"We sailed our previous boat, *Wild Goose*, against Big O in the cruising class of the Long Beach YC's '93 race to Cabo. With the enclosed \$99 check, we're entering October 28's **Baja Ha-Ha III**. We'll be sailing with our usual band of friends — plus a couple of new ones. After arriving in Cabo, my wife and 8-year-old daughter will be spending a month cruising the mainland

You've been challenged, readers. If this 'sailing bum' a man or a woman?



DARK STAR

coast with me. Christmas in Z-town was tremendous fun in '93, and we hope to do it again."

See Marty, it's not all our fault.

What was the reason behind the success of this year's **Sea of Cortez Sailing Week**? Perhaps because it was managed, for the first time in a number of years, by active cruisers who have their fingers on the pulse of what other active cruisers are looking for. Pepe and Sue Maxwell of the Spindrift 43 **Melissa**, who ran the show, said they had three main goals this year:

1. To have the King and Queen selected on the beach at Isla Partida. Before it made no sense, as the Royalty was selected by folks in town, many of whom didn't even come out to the event.

2. To eliminate lines at the potlucks by having more tables. Before people had to stand around forever.

3. To have *live* music on the beach with a good sound system."

The Maxwells will be running Sailing Week again next year, and have announced it will **start on April 19**. This means there will be a full moon right in the middle of the week. The Maxwells plan to have lights for night volleyball and make other improvements. If you've got suggestions, we'll be happy to pass them along.

As for the Maxwell's 18-year-old daughter Molly, she's a modern woman who's on her way . . . well, who knows where? After 13 years of living aboard in Seattle and Mexico, Molly spent much of last year helping deliver sleds back to California from Hawaii and Mexico. More recently she flew to England to help deliver the Whitbread 60 **Heineken** 7,000 miles to South Africa. If her wishes come true, she'll continue on to Australia with the boat and help prepare her for the '97-'98 Whitbread. And if all Molly's dreams were to come true, she'll be on the rail with supermodel Elle McPherson (see The Racing Sheet) for the Whitbread itself. By the way, what were you doing when you were 18?

In last *Cruise Notes* we made a terrible error. It's true that **Jill Knight** recently completed a circumnavigation aboard **Cocee**, her Kiwi sloop that was built the 1890s, but Jill herself is actually an Aussie. Our apologies, as it's an important distinction to the Antipodeans.

One of the most loathsome acts one human can perpetrate on another is to deliberately violate their trust. Accepting boat insurance premiums, for example, and using the money to fatten one's personal bank account as opposed to actually

CHANGES IN LATITUDES

purchasing the insurance. This was the dastardly deed done by **Tony Button** of the St. Maarten-based Castaway Insurance. When hurricane *Luis* came through and destroyed 1,200 boats in St. Maarten, a number of Button's 'clients' discovered they had no insurance and lost everything. Button fled the island, but was recently apprehended and returned. His new office is the jail, where we hope he resides for many years.

Corrected time honors in the 1,500-mile **Pusser's Rum Cup** from Tortola to Norfolk, Virginia, were snagged by **Elan**, a Bristol 38.5 owned by Ed and Marian Breeden of Norfolk. Line honors went to **Kemosabe**, Tom Bentley's Southwell 60 from Radnor, PA, which finished in 8 days and 17 hours. "It was a rare, uneventful trip, with zero rain and zero squalls," reports Jeff Gordon, crew of *Esprit du Vent*.

The next big rally event on the East Coast is the **West Marine 1500** on November 3. The fleet will sail from Hampton, Virginia, to Tortola in the British Virgins.

Jerry and Susie Knecht of San Anselmo, who started a circumnavigation with the '94 Pacific Cup, are reported to have reached

the Med in April with their Moody 42 **Nightwatch**. They report that two cruising boats, one Brit and one French, were attacked — with one skipper killed — by pirates near Socotra in the Gulf of Aden. Cruisers had been warned to stay away. In other unpleasant news, Eritrean authorities detained two cruising boats for three weeks because they had been sailing in territorial waters without having checked in.

Thanks to two periods of relative calm, the Knechts were able to make the month-long trip up the Red Sea without it being a total horror story. They report there were about 200 boats — mostly Germans, Aussies, and Kiwis — in their 'group'. There sure are a lot of folks sailing around the world, aren't there? The Knechts expect to be home in April of '97.

Those looking to be among the first to cruise historic Pacific Islands might consider **Midway**, about 1,000 miles WNW of Kauai. Although the two main islands, Sand and Eastern, are less than two miles long and one mile wide, they were of great strategic importance during World War II. In fact, it was the Battle of Midway, fought with carrier-based aircraft in the vicinity of the islands, that crippled the Japanese navy and turned the tide of the war.

The U.S. naval base at Midway is shutting down, and as of August 1 the officers quarters will become motel suites. It's expected that most visitors will be World War II buffs and sportfishermen. Judging from the long reefs and the dredged channel into a developed harbor, it looks like there'll be good places to anchor. Are there any ex-military folks who can tell us how suitable it might be for a visit? For those literary types, Midway is also the site of the mysterious wreck in Robert Louis Stevenson's *The Wrecker*.

We'll close this month with a **plea**: If you're sending in a *Changes*, please, please, please include a couple of photos of yourself. We all want to see what you look like.

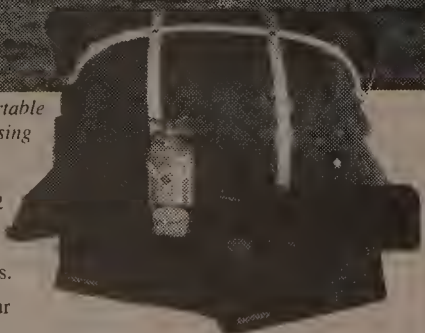
YACHTSAVER®

New Thinking About Your #1 Safety Problem



Rescued and kept afloat by two portable YACHTSAVER® systems, this 40' cruising boat is under tow to a safe harbor.

YACHTSAVER® is a Maine-built CO₂ activated flotation system that can keep your boat afloat in a crisis. Stowed or installed below deck, our double-walled, double-sealed air bags require minimal space. Stay with your boat, your provisions and your radio. Don't give up your ship! Protect your crew, yourself, and your craft.



YACHTSAVER®

Moxie Cove Road
Round Pond, Maine 04564
1-800-529-5576

AVAILABLE FOR BOATS FROM 18' TO 80'

SAN LEANDRO MARINA



**A GREAT PLACE TO VISIT
A GREAT PLACE TO STAY!**

Featuring:

- 24-60' Berths
- Beautiful Landscaping
- Numerous Restrooms with hot showers
- Easy Freeway Access
from 880 & 580!

Plus!

- 3 Restaurants
- First-Class Hotel
- 2 Golf Courses
- 2 Yacht Clubs

CLOSE TO NORDSTROM RACK & OUTLET MALL

800-559-SAIL

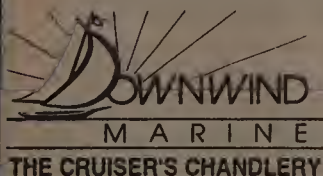
"Sausalito's finest marina"



(415) 331-5550

Monitoring Channel 16

HEADIN' SOUTH?



32° 43' 01" N 117° 13' 50" W

Get a **FREE** Copy
Downwind Cruising –
"The Most Complete Guide"

1996 SEMINAR AND EVENTS SCHEDULE

- Oct. 17: **Energy Management** – Mike Symons. Everything you'll ever need to know about your boat's electrical system.
- Oct. 18: **Cruising the Sea of Cortez** – Gerry Cunningham.
- Oct. 19: **Downwind Marine's Cruising Trade Fair** – Product demos, technical info and raffle prizes from Powersurvivor, Magellan, Switlik, Avon, Bellingham Charts, Charlie's Charts, Davis Anchors, Photocomm, Lifeline Battery, cruising charts and more. At Downwind Marine, 10 am to 4 pm.
- Oct. 22: **Staying Friends with Your Engine** – C.F. Koehler. Diesel and gas engine maintenance.
- Oct. 23: **You Are What You Eat** – Dennis & Karen Klempel. Provisioning for the prevention of hair balls.
- Oct. 27: **Downwind Marine's Cruising Kickoff Party** – Beach next to Shelter Island launch ramp. We do burgers & hot dogs; you bring a side dish. Noon till dark.
- Oct. 29: **Survival at Sea** – Michael Greenwald. The buttocks rule and others.
- Oct. 31: **Circumnavigation** – Jim O'Connell. Seattle to Thailand.
- Nov. 1: **Circumnavigation** – Jim O'Connell. Thailand to San Diego (\$5 for both; \$3 for one.)
- Nov. 6: **Radio Communication** – Tommy Flanagan.
- Nov. 8: **Key West to San Diego via Cuba** – C.F. Koehler.
- Nov. 13: **Weather Watch** – Tim Root. Marine weather and forecasting.
- Nov. 15: **Chickens I've Met and Et** – Michael Greenwald. Cooking on a boat.
- Nov. 19: **Cruising in the South Pacific** – Mike & Shellie Sweet.

*All Seminars start at 7:30 pm and are held at Point Loma Assembly, 3035 Talbot St., except as noted.
The charge for all seminars is \$3 except as noted.*

The Southbound Cruiser's Source for Everything:

- Marine Electronics
- Cruising Guides
- Solar Panels
- Baja Fuel Filters
- High Output Alternators and Regulators
- Dinghy Wheels
- Wind Generators

2804 Canon St., San Diego, CA (619) 224-2733

Fax (619) 224-7683

Open: M-F 8-5:30 • Sat. 9-5 • Sun. 9-4
Cruisers' Net, Ch. 68, from 8:30 am weekdays: WHX369



BARNETT YACHT INSURANCE

*The cheapest boat to buy isn't
always the cheapest one to own.*

Wood • Steel • Ferro • Multihulls

800/655-9224

619/226-6702

**Specialist in Mexico and
Worldwide Insurance**

Call for FREE Mexico cruising guide

**2730 Shelter Island Drive
San Diego, California 92106**

de Witt

ARTIST JIM DEWITT
1-800-758-4291

- Limited edition prints
- Posters
- Custom prints, mugs, shirts and cards

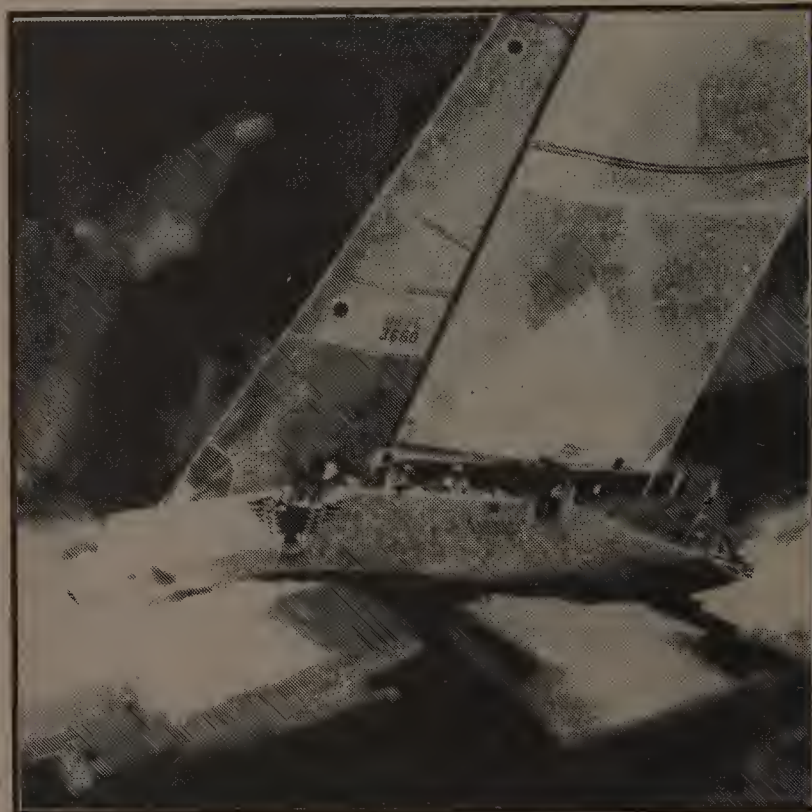
**COMMISSION AN ORIGINAL
BY JIM DEWITT**

DeWitt Studio

1230 Brickyard Cove Road, #200

Point Richmond, CA 94801

Phone: (510) 232-4291 • Fax: (510) 234-0568



Kevin's

**QUALITY MARINE
BOAT TRANSPORTING**

ICC# 263064
BONDED
INSURED

SERVICE REPAIRS STORAGE ACCESSORIES HAULING



*Custom designed equipment & air ride trailers exclusively
for sail, power, multiple boats.*

2122 NORTHGATE BLVD. SACRAMENTO, CA 95833

CALL FOR FREE QUOTATION 1-800-646-0292 • FAX (916) 646-3241

VOLVO PENTA • DETROIT DIESEL



DIESEL ENGINE BLOWOUT

It's easier than ever to get a kick out of your old boat. Repower now with a new Volvo Penta Diesel Engine and put more life into your boat – and \$\$\$ in your bank account – during our incredible

DIESEL ENGINE BLOWOUT! FOR DETAILS, CALL US TODAY AT

1-800-326-5135



MARINE SERVICE INC.

619 Canal Street • San Rafael, CA 94901

(415) 453-1001 • Fax (415) 453-8460

PROUDLY SERVING SAN FRANCISCO BAY SINCE 1985



**NORTH
BEACH
MARINE
CANVAS**

Marine
Fabricators
Association
Award
for boat
Salon/Interior
1993

49 LUSK ST., S.F. • 415-543-1887 • Fax 415 543-0250

We need your Boat

Your tax deductible boat donation will help send hundreds of young men and women to sea each year on voyages of self-discovery. We will take care of everything, just call the toll free number below...



PROGRAM

S.A.L.T.S. Sail & Life Training Society

TOLL FREE: 1-888-383-6811, FAX: 1-604-383-7781

**THE CITY'S COMPLETE
YACHT REPAIR CENTER
AND
MARINE SUPPLY STORE!**



**30 AND 40 TON
TRAVELIFTS**



80-TON DRY DOCK

835 China Basin St., San Francisco • Foot of Mariposa Street
(415) 626-3275 or toll free (800) 626-1662

HAWAII

LONG TERM DRY STORAGE

GENTRY'S

KONA MARINA

HONOKOHAU HARBOR 156°1'30" W
19°40'20" N

808-329-7896

The friendliest boatyard in Hawaii

**SEA THE FINEST!
JOIN OUR PRESTIGIOUS
FLEET OF BOAT DONORS!**



The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Cerquenez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTIONS will be used for demonstration end as training aids, or will be sold to advance the instructional program.

**DONATE YOUR VESSEL TO THE
CALIFORNIA MARITIME ACADEMY!**

For additional information and free brochure, call or write:
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.
P.O. Box 327
Vallejo, CA 94590 Joanne Cech 1-800-472-2623

R E P A I R S

R E P A I R S

R E P A I R S

HAYNES SAILS

A full service sail loft

70-U Woodland Avenue

San Rafael, CA 94901

(415) 459-2666



DIESEL  BUSTERS

Mobile Marine Diesel Fuel & Tank Cleaning Service

We will only clean diesel fuel tanks working through tank inspection access plates. By this method, we remove contamination from the tank not accessible by attempting to clean tanks through fuel deck fills. If your tanks do not have access plates, we are usually able to install them for you.

Call for details

(415)331-6234

Classy CLASSIFIEDS

Easy as...

1. Write your ad.

Describe what you're selling. What category? Don't forget an area code with phone #. No changes after submission. **TYPE it if possible.** We can't be responsible for errors due to illegible handwriting or unclear meaning — If we don't get it, buyers won't get it!

2. Count the words.

A phone number with area code counts as one word. No need to abbreviate, we'll edit or abbreviate if necessary.

3. Mail us your ad.

Please enclose your check and mail it or deliver it (cash okay) to our street address. • Strict deadline is always the 18th; no late ads will be published. • No ads accepted without payment. • No ads accepted by phone or fax. • No credit cards. • No billing arrangements.

DEADLINE:
the 18th

of the month
prior to publication,
even if it falls on a
weekend and/or
holiday.

Individual Magazine Orders:

Current issue w/classy ads = \$3.00.
Current issue (no ad) = \$5.00.
Back Issues = \$7.00.

To re-run an ad,
please include copy of ad with payment by
the 18th of the month.

Requests for category are welcome, but we can't
guarantee — we'll make final placement determination

Mail (or bring) to: **Latitude 38**
Attn: Classified Dept.
15 Locust, Mill Valley, CA 94941
For recorded directions, call 383-8200, then press 2-1

Remember... no ads accepted over the phone or fax.
Cash or checks only — No credit cards!

Personal Ads

1-40 Words: \$25

41-80 Words: \$40

81-120 Words: \$60

Personal Advertising Only
No business/promotional ads.

Except...Non-Profit or Help Wanted ads

Business Ads

(3 1/2" x 5/8" boxes at bottom of page)

\$45 for 40 Words Max.

All Promotional Advertising
1 Boat per Broker

Camera ready art ok - no photos/reversals

No Extra Bold type, not to exceed 12 pt.

All artwork subject to editor approval.

(Ads will be typeset by Latitude 38 to fit standard)

DINGHIES, LIFERAFTS AND ROWBOATS

9-FT SAILING/ROWING DINGHY. Hull in great shape but needs new rub-rail. Mast, boom & sail in perfect condition — virtually unused. \$295 obo. Andy, days (415) 383-8200, ext. 104; eves (707) 762-8652.

6 FIBERGLASS BOAT MOLDS. Various small boats E.G. Whitehall & cruising dinghy, El Toro etc. Best offer over \$200 for the lot. Call (510) 235-3131.

16-FT INTERNATIONAL CONTENDER. The ultimate singlehander. No need to find crew to sail. Just you out on a trapeze planing to windward. New carbon fiber centerboard. All new lines, blocks, stays, hardware. New LPU paint & trailer. \$2,350. Darren (408) 996-1386.

SUNFISH, 1979. What's not to like? Good shape, fully equipped with both new racing sail and original sail. Also has new fiberglass centerboard for racing plus original for practice. \$500 obo. (415) 359-1065.

LASER #129435. 1 almost new sail (used 3 times), 1 practice sail, Radial mast and sail (never used), almost new trailer (2 years old), boat cover, carrier for center board and rudder. Lightly used, garage stored, \$2,700. (408) 257-0176.

LASER W/ TRAILER. Blue boat with white deck. One owner. Sailed very little. Harken block, go-fast hiking stick, etc. Take a look before buying a new boat. Trailer also in great condition. Good deal at \$1,495. (415) 461-7648.

CORONADO 15. \$1,200. Fax appt. request to (415) 464-0942 (Corte Madera area).

LASER, red, ratchet block, cam cleats, bailer, spare dagger board, trailer with mast/boom rack and spare tire, \$1,000. (415) 321-7579.

SAILNETICS FJ, 13-FT, 1983. #4303. Two-time national champ, new "big" spinnaker, fast boat, trailer, \$1,800. 1962 22' power cruiser, Volvo I/O, icebox, sink, V-berth, \$2,900. Small tent trailer, no holes, \$350. (916) 452-2335.

AVON LIFERAFT-VALISE. Montgomery sailing dinghy-tender, Zodiac inflatable, Yamaha 8 hp outboard, South Pacific charts, diesel Hi Seas cabin heater, 5" stainless ventilators, winches, Dickerson propane BBQ, KVH Datascope, anchors, much, much more. Call for list (415) 472-1932.

MELGES M-SCOW, 16' high performance scow with trailer. Boat and trailer in very good condition. \$1,000. (510) 254-1660.

VANGUARD 15 DINGHY, 1993, with 14' Calkins trailer. Green and white hull and decks. Sailed very little and well maintained. All in excellent condition. Fast and too much fun. Yours for \$3,000 obo. Call Aaron (503) 252-4903.

FUN IN THE SUN - WET & WILD. 11' sailing dinghy w/ main, jib, spinnaker, high performance custom rigged. Roofable, very fast, lots of fun. Must sell! \$600. Daniel (415) 331-7535.

13-FT MILLIMETER CLASS (12 meter knock off). Race with the local fleet or impress your friends with a modern lead mine. Good condition, race ready, with proven race record. \$2,000. (415) 506-8409.

14-FT FLYING JUNIOR sailing dinghy. 2 sets of sails (main, jib, spinnaker) and a completely rebuilt trailer. \$600 obo. (415) 261-0266.

2 SEVLOR 370 INFLATABLE KAYAKS. These are the heavy duty versions of the Tahiti. Two person with inflatable seats, paddles, pump. Both are as new. List for \$900, West Marine sells them for \$700. I'll sell the pair for \$700 or \$375 each. (510) 521-3939.

24 FEET & UNDER

CATALINA 22, 1979. 7/5 Honda o/b. Blue on white, swim platform. Good blue cabin cushions. 4 Data Marine instruments. Located on Lake Berryessa. Notrailer. \$2,600. Bill (415) 292-2446.

COLUMBIA 24. Stand up main cabin. Universal 4 inboard. Recent overhaul, all life lines, top & side poly paint. All sails & new main. All gear! Excellent condition. All you do is get in and go. \$4,000. Ask for Lee (415) 669-1017 W; (415) 669-1132 H.

24-FT YANKEE DOLPHIN, 1971. Mini ocean cruiser. Redone electronics, plumbing, stove, deck paint, rigging, cushions, covers, teak, winches. Near new 8 hp Tohatsu long shaft. 4 sails including full battens main and gennaker with sock. Reefing, jacks, dodger. Autopilot. Knot and depth, VHF, Loran, solar power. Bottom painted Nov '95 and much more. Beautiful boat, fast & safe. \$9,500. (619) 489-9495.

CAL 20. Main & jib, depthfinder, 2 anchors. Sails great! Needs cosmetics. \$1000 firm. Bill (510) 233-5267.

CATALINA 18 (CAPRI), 1993. Wing keel like new. 1995 4 hp Evinrude with warranties. Roller furling, sleeps 2 adults & 2 children. Has Porta Potti & ice chest. Great trailer & lots of extras. Call for specifications. \$11,500 obo. (408) 365-0269.

MOORE 24, 1981. Hull #103. Good condition, 12 sails, 5 hp o/b. \$8,000 obo. Call (408) 462-9820.

AURORA 21, 1968. Fixed keel, hull in great shape. Great Bay boat with all lines led aft, 3 sails and sail covers, 2 anchors, VHF, outboard motor, ready to sail. Alameda berth. \$1,200 obo. (415) 359-1065.

RANGER 23, 1976. Epoxy bottom, dodger, deluxe cabin, VHF, KM, compass, ST primaries, all lines lead to cockpit, new spinnaker, new mylar 120%, self-tacking 90%, main & 100%, aluminum toe rail, 6 hp Evinrude. Fortman Marina. \$6,000. (415) 775-8879.

RANGER 23, 1976. Great Bay boat! Professionally maintained. Main, 2 jibs and spinnaker. 2 year old 5 hp Nissan o/b. VHF, lines lead aft. \$3,950. Rick or Sean (510) 865-4700.

RANGER 23, 1975. Rigged to race, all lines aft, red LPU hull, black spars, heavy boom & spin pole, windward sheeting traveler, 6 winches, depth, knotmeter, VHF, 2 lappers, spinny and blooper, 8 hp o/b, Sausalito berth, \$4,750 obo. Call Gary (415) 421-2900 or (415) 474-8430.

SACRIFICE SALE: 23' SPRINTA SPORT. \$6,000 obo. Solid racy quarter tonner, perfect for Bay. Entire interior mahogany and teak. New standing rigging, new instruments, bottom job 5/95, 6 hp outboard tuned 4/96, alcohol stove, inflatable, five sails. (510) 307-9948.

ISLANDER BAHAMA 24. Good condition. Easy sailing. Inexpensive Alameda berth (\$50/ mo.). Teak & mahogany interior. VHF. AC & DC wiring. Refrigerator, sink, water tank, table, closet, compass, sails, anchor, Porta Potti. Sleeps 3 or 4. \$2,750. (510) 769-9356. Tohatsu outboard optional.



ADVENTURE SAILING

Sharpen your skills on custom yachts with education-minded skippers. Explore Vancouver Island, South Pacific, Mexico, Chile or Antarctica on 10-day to 3-wk trips. Approx: \$130/day.

OCC Adventure Sailing

1801 W. Coast Highway, Newport Beach, CA 92663 • 714-645-9412

THIS BOOK'S SURE TO MOVE YOU

My Friend Ziggy, by Capt. Peter W. Huebner

A touching story about the heroic canine, Ziggy, sailing on *Lady Lee* from S.F.

To order: \$6.95 + applicable sales tax + \$2 for S & H; allow 4 wks

Mail to: PW Huebner, 101 Rainbow Dr. #6071, Livingston, TX 77351-9330

MECHANICAL, ELECTRICAL, PLUMBING

Installation, Maintenance & Repair.

Diesel, Gas • 20 years experience

Michael Lord (510) 522-3011

YACHT DELIVERY

USCG LICENSED MASTER 100 TON
REFERENCES OWNERS WELCOME

Marvin Burke 415/892-7793

O'DAY 23, 1979. Fixed keel, new main and jib has 65%, 90%, 110%, 155%. Complete refit 1995. New: standing rigging, electrical, six winches, traveler, interior cushions, sail cover and life lines. Refinished mast and boom, all lines aft to rope clutches and winches, 15 hp o/b. Teak and holly sole all new exterior brightwork. Boat is in excellent condition. Asking \$6,000 or best offer. Day time phone (415) 330-1421; evening (415) 401-6405; pager (415) 708-4839.

20-FT THAMES MARINE SNAPDRAGON, 1972. Dual-keel English Channel boat with 7 hp o/b, 6 sails, incl. new North main & jib. Bottom done 6/96. Stiff, dry, fun Bay & Delta boat! Includes trailer. Located VYC. \$3,500 obo. (707) 645-0538.

VENTURE 21, 1982. Fast and light. Swing keel, pop-up rudder (beachable), Honda 7.5 outboard, spinnaker, genoa, jib, main, jiffy reefing, VHF, compass, depthsounder, Porta Potti, anchor, paddle, new electrical system and running lights. \$2,000 w/ trailer. Tom (510) 223-2796.

RANGER 22, 1979. Includes trailer. Main, 3 jibs, spin, 6 winches, internal halyards, all lines lead aft. Pulpits and life lines. '93 Honda 5 hp LS, knotmeter, depth sounder, backstay adjuster, traveler, swim ladder. Fresh water boat. \$4,500. (707) 279-9358.

CORONADO 23, 1969. Great Condition, clean. Honda 7.5 with inboard controls. Coyote Point Marina prime berth. \$3,350 obo. (415) 345-0273.

MONTGOMERY 17, 1985. Excellent condition, many extras: Tohatsu 5 hp, compass, VHF, DF, main w/ 2 reefing points, 110, DRS, Loran, Porta Potti, stove, EZ Loader trailer w/ electric winch. A very high quality micro-pocket cruiser for only \$6,000. (408) 377-8852.

O'DAY RHODES 19, 1966. Fun, wet and forgiving. Launch from the trailer which is included. Located in San Francisco. \$1,200. Ask for David (415) 467-2836.

SANTANA 20. Long shaft Evinrude. Recently refinished trailer, new tires, etc. All in excellent condition. \$4,000 firm. (916) 895-3181 or (916) 895-0837.

MOORE 24 SC. Yanmar inboard, Harken furler, B&G speed, & depth, Sailcomp, sails & extras. Dry stored on trailer. Alameda Marina. \$12,900 obo., Ken (510) 261-0575.

CAL 20, 1968. New gel coat, new keel bolts, older 10 hp o/b, nice sails. \$1,300 obo. (707) 279-2741.

NORTH AMERICAN 23. Fixed shoal keel w/ swing centerboard, 6 hp Evinrude, fully equipped 4-berth cabin, hull newly faired, epoxy, bottom paint. Well designed, clean boat. On dual axle factory trailer w/ extending tongue. \$3,900 obo. (408) 335-3625.

WESTERLY PAGEANT 23, 1971. Laurent Giles British designed twin keel mini cruiser, sturdy Bay sailing sloop. Fresh water tank, ice box, stove, Porta Potti. Main, jib and genoa, anchor, 8 hp LS Honda, 30 hrs. Berthed at San Rafael. \$7,900. (415) 479-9258, message OK.

SANTANA 22 HULL. Good condition, but needs new mast, rigging, main sail and o/b engine. \$200 obo or negotiate services? (415) 634-0819 afternoons & evenings please!

WEST WIGHT POTTER 19, 1985. Sloop. Tanbark working sails, white genoa, 2 reefs, roller furling, Gel cell, VHF, Danforth, chain & rode, 370 lb keel sandblasted and epoxied, kick-up rudder, beachable, galvanized trailer, excellent 1992 Evinrude 4 hp. \$4,500. (415) 560-2981 pager.

RANGER 23, 1974 All lines lead to cockpit, spinnaker, drifter, 150, 125, 110, storm jib, main, new life lines with netting, new standing rigging, 6 hp Evinrude, 2 Gemini compasses, new interior cushions, new electrical system, gel battery, VHF. \$3,500. (415) 321-7579.

J/24. New LPU paint, halyards, shrouds, chain plates, stanchions, etc. In great shape. 2 complete sets of sails. New lines. 4 hp Seagull. \$4,900. Jeff (415) 331-5515 days or (415) 388-4041 eves.

CAPE DORY TYPHOON 18-FT 6", 1977. Great little pocket cruiser designed by Carl Alberg. Stable and easy to sail. 2000 lbs. displacement. Full keel, large cockpit, cuddly cabin, tabernacle mast. New equipment includes fully battened main, lazyjacks, standing rigging, VHF radio, seacocks, cabin light, masthead light, masthead antenna. Much more. Rigged for Bay. All lines led to cockpit. Well loved and cared for, but two boat owner must sell one. \$4,500. Greg (415) 668-8232. gbcurtis@ix.netcom.com.

21-FT AMF 2100, 1979. Race rigged, designed by Ted Hood. Main, spinnaker with gear, jib and genoa. Retractable keel, cockpit enclosure, Porta Potti, sleeps 4. 1991 Nissan 8 hp outboard and 1991 Trail-rite trailer. \$5,100. Make offer! (707) 426-2357.

YANMAR 24 QUARTER TONNER. 15 bags including three spinnakers and new Sobstad Genesis main and jib. New Honda 8 hp. Surprisingly roomy with some wife factor. \$6,800. (415) 457-5226.

CATALINA 22, 1985. Swing Keel. 7.5 hp Honda outboard, trailer. Three sails, pop-top with one year slip option. Excellent condition. \$5,900. Santa Cruz. (408) 252-5484.

SEA SCOUT SMALL SAILBOAT SALE. Saturday, July 27, 9 - 3 pm. Redwood City Municipal Harbor, 1000 Chesapeake, Redwood City. Seaport Blvd. off ramp. All small sailboats need to go. 14' - 24' with trailers. No reasonable offer refused. For info (510) 790-1648.

WEST WIGHT POTTER 19, 1983. Tilt trailer, easy launch & retrieve, 3 sails, sleeps 4, Mariner 4 hp (fresh water use), VHF, depthsounder, compass, traveler, pulpit, cockpit cushions, rails, swim ladder, Porta Potti, battery solar panel, anchors. \$4,400 obo. In Davis (916) 758-2297.

SF BAY PELICAN. Custom sails, roller furling, 5 hp outboard, trailer. Custom cover, hull #2624. West System Epoxy. Excellent condition. Only \$4,000. Call Glen (510) 581-6511.

17-FT THISTLE, #265. In excellent condition, with trailer. Owner for 25 years must regretfully clear out SF garage. \$1,000. Whitt (415) 928-7398.

J/24. Race ready, good condition, faired hull, keel & rudder. 3 sets sails, trailer, anchor, outboard. \$9,500 obo. (415) 381-9814.

CAPE DORY TYPHOON, 1974. Bristol, o/b, custom trailer, 3 sails, compass, anchor, Porta Potti, new rigging. \$4,800. (707) 463-0260 lv msg.

CATALINA 22, 1976. Swing keel, 6 hp Evinrude long shaft, trailer, etc. Great family boat. \$1,900 obo. (408) 257-4325.

BEAR 23. Rare opportunity to own this classic new-old woody. Build in 1938 by Nunes, dry stored 50 years prior to finishing and launch in late 1980s. Perfect boat for the Bay. Currently berthed in Sausalito. \$8,000. (209) 465-0659.

TANZER 22, keel model, completely equipped, sleeps 4, galley, etc. Fast, like new, located Alameda. First \$2,850 obo takes this jewel! (707) 769-1664.

ISLANDER 24. Sturdy Bay and coastal boat. Full keel. Well maintained. Epoxy bottom, QME windvane, 6 sails, Evinrude 7.5. Alcohol stove. Porta Potti, cockpit cushions. 4 berths, extras. \$2,850. (707) 226-5236.

22-FT DRASCOMBE LONGBOAT, 1978. British centerboard fiberglass lapstrake yawl. Rugged, rare, beautiful boat that's unsinkable. 6 hp Evinrude, aluminum trailer, 1540 lbs total, tows easily. Seldom used, excellent condition. \$6,500 obo. (415) 592-9889.

SANTANA 22. A great bay boat in good condition. Well equipped with recent Nissan 5 hp and autopilot. Inexpensive Coyote Point side berth. \$3,000. Will consider selling a partnership. Call Mark (415) 345-9755.

TWO CATALINA 22s & A 420. One Catalina 22 swing keel, one full keel. Both have outboards. \$2,500 each or best offer. One 420 cm dinghy ready to sail, \$400 obo. Sam (415) 962-9488.

ISLANDER BAHAMA 24. Great Bay boat in great condition! 3 main and 4 jib sails. Fixed keel for fast and steady sailing. 10 hp o/b. Sleeps 4 and sails 6 in comfort. Located in Emeryville. \$2,600 obo. (510) 284-5330.

CATALINA 22, hull #460 with spinnaker and all gear, 150, 110 and 90 jibs, great LP paint, 2 mains. Swing keel with Nissan 5 hp outboard engine. Great Bay or Delta boat in excellent condition. Trailer included. All for \$3,500. (408) 777-0302.

ISLANDER BAHAMA 24, stiff solid classic in excellent condition. Light blue hull, white topsides, cockpit cushions, Sutter sails, stove, etc. Low hours on Honda 10. One owner with Delta berth past 18 years. \$2,650. (415) 789-8763 or (916) 961-2545.

CAL 20, 1964. Excellent condition. Evinrude 8 hp outboard. 2 sets of sails, original cushions, potty. \$2,750. (415) 973-9779 days, (415) 441-0437 eves.

WINDROSE 22, 1980. Dinette model w/ swing keel. Main (1 rf), sail cvr, jib & 120. Full lifelines, Pop Top, new interior cushions, sleeps 4, anchor, compass, tilt rudder, swim ladder, 5 hp o/b, trailer. Great family boat \$3,750 (408) 252-1751.

J/24s. 1978 in good condition. Newly painted hull and decks, hauled and painted June '96. North main, 100%, 150%, 3/4 oz spinnaker, 4.5 hp o/b, \$5,000. With trailer \$5,500. Also available 1979 J/24, \$6,000 and 1980 J/24, \$6,500. Equipped as above. Call Rich at (415) 363-1390.

22-FT CHRYSLER SAILBOAT, 1980. With tandem axle trailer. Custom extra heavy rigging. Honda 10 hp outboard w/ rmt controls, Baja and Alaska Intercoastal veteran. Extras. \$5,500 obo. (707) 765-2628.

25 TO 28 FEET

AUCTION: BOATS FOR SALE. Many sailboats for sale, 20' - 27'. Priced to sell. \$1,100 and up. Call now (510) 464-4617.

O'DAY 27, 1976. Atomic 4, VHF, autopilot, KM, DF, furler, located Richmond. Moving from area. \$6,500 obo. (510) 526-3612.

COLUMBIA 28. Beautiful custom woodwork inside. Foursails (storm). 1993 Suzuki 10 elec start w/ 45 hrs. Roller reefing. Stereo, knot/log, compass, new VHF. Head. New rig '93. Two gas tanks, whisker pole. \$9,100. (510) 521-8500.

PACIFIC SEACRAFT 25, 1977. Yanmar diesel. Autopilot, wind speed, knotmeter, dodger, self-tailing winches. Lots of other stuff. Clean, good condition. Located Monterey. \$15,000. Would take Typhoon, Montgomery 17 or other in partial trade. (602) 788-4245.

CATALINA 25, 1985. Dinette, alcohol stove, head and holding tank, Pop Top, new canvas tent, swing keel, VHF, knotmeter, depthfinder, new battery & charger, shore power, Lifesling, BBQ, 10 hp Honda. Must see. \$11,000 obo. Message (415) 285-9004 or (510) 481-0908.



STEVE'S MARINE

Small Craft Repair
El Toros and Parts
Gate 3 Road • Sausalito • (415) 332-2500

Teak Decks
Repair

MARINE SURVEYOR

Serving the Bay and Delta Areas

JOHN HALLANDER, P.E.

- Sail and Power • Fiberglass, wood, metal • 40 years experience
 - Free phone consultation • No travel charge • 24-hr service available
- Pt. Richmond (510) 237-8412 Bethel Island (510) 684-3454

HARRIET'S SAIL REPAIR

2041 Taylor St. S.F. 94133

415 - 771 - 8427

TEAK WOOD

B. AXELROD & CO.

Since 1961

First quality. Fine selection.

Surfaced 1/4", 3/8", 1/2", 7/8", 1 7/8" • Rough 4/4", 8/4"

201 Florida St., SF 94103

(415) 626-4949 • Fax (415) 621-8982.

YACHT DELIVERY

— Power & Sail —

Experienced • Licensed • References

Bill Carber • 415-332-7609

BROMPTON



BROMPTON FOLDING BICYCLE

Quality folding bike from Great Britain. Folds small — rides BIG. A custom made product, folds in 20 seconds. Fits in Samsonite suitcase. Several models to choose from, 3 or 5 speed. Prices from \$631. MC & Visa OK.

C.M. WASSON Co., USA Distributor, 800-783-3447

OLSON 25. Santa Cruz built, new condition, new racing sails, new outboard. \$14,500 obo. (510) 229-6040 or (510) 234-6959.

ISLANDER 28, 1978. Excellent condition. Well maintained. Loaded with good gear plus 3.5A solar cell. New bottom paint. Great Bay and Delta boat. Vallejo berth, VYC. \$19,950. For equipment list call (702) 972-9350. To see boat call (707) 643-1157.

HUNTER 28.5 1985. Fresh water, showroom condition. 16 hp Yanmar, aft cabin, h/c pressure water, VHF, stereo, knotmeter, depthsounder, 3 batteries w/ charger, shore power, refrigeration, dodger & canvas covers, bottom paint '95... It's a beauty! \$24,950. (916) 427-3306.

1980 BRISTOL CHANNEL CUTTER. Canadian built Lyle Hess design. Hawaii & Mexico vet. Extensive refit after 94/95 Mexico Cruise. New: rigging, main & jib, dodger, canvas, interior & exterior cushions, stainless steel custom arch for solar panels, LP to deck & hull. Has 1988 Yanmar diesel, Monitor self steering, Muir bronze windlass, wind generator, Autopilot 2000. She's a beauty & is ready to go! Think winter in Mexico (or beyond). \$64,500. (408) 647-8055 W or (408) 626-3947 H.

CAL 28. Electric start outboard, new battery. Full set of sails. Good interior, shore power & phone jack. Enclosed head with holding tank. V-berth has sunroof hatch. \$4,500. (310) 989-9939.

ERICSON 27, 1980. Diesel, Harken roller furling jib, custom dodger & cockpit weather cloths, cockpit seat cushions, Harken traveler, new thruhulls, dock power, battery charger, Furuno radar, knotmeter, depthsounder, VHF, auto bilge pump, Loran, 2 autopilots, Origo stove, new batteries. New Zodiac inflatable, 2.5 hp outboard. 2 anchors & rode. Extra equipment and parts. \$16,000. (916) 444-5552.

CATALINA 25, 1986/87. Great condition, swing keel, EZ loader trailer, dinette style, roller furling, dual battery system, shore power, Pop-Top w/ canvas, CNG stove, Honda o/b, KM, DS, VHF, Loran, BBQ, inflatable, many, many extras! Was \$13,900. Must sell \$11,500. Ask for Jim. H (707) 942-9001; W (707) 585-7621; or call pager (707) 972-6621.

LANCER 28, 1979. Beautiful condition. 2 sails, 9.9 Honda, stereo, shore power, charger. Upgraded electrical. Autohelm TillerMate, new canvas. 8' Achilles dinghy w/ new 6 hp Johnson, stove, ice box. Sleeps 5, 6' standing room, BBQ, Emeryville berthed. \$13,900. (510) 601-9230.

MacGREGOR 26, 1990. Swing keel, trailer w/ surge brakes, 9.9 Evinrude elec start, generator, 2 gas tanks, ladder, cockpit cushions, pop-up top, portable marine radio, main sail cover, Porta Potti, throw cushion, compass, 10 life jackets, excellent condition. \$10,500 negotiable. (707) 643-5738.

ISLANDER 28 SLOOP, 1978. Great condition, sleeps 6, teak and oak interior with headliner and folding oak table. New bottom/mast paint, engine tune-up, oil, recent survey. Lines lead aft, furling jib, double-reefing main, wheel with compass, VHF, depthsounder, knotmeter, reliable Atomic 4 w/ sniffer, folding prop, 2 batteries w/ battery charger, auto bilge pump, anchor. Life jackets, alcohol stove, icebox, toilet, holding tank, horse-shoe buoy, stereo. Fast yet comfortable Bay sailer or coastal cruiser. \$16,500. Richard (415) 355-6080.

CATALINA 25, 1980. Fixed keel, Pop Top, new Evinrude 9.9 hp o/b long shaft, elec start. Battery charger, VHF, knotmeters, depthfinder, stove and potty, two anchors, new sail covers. Relocating must sell. \$6,500 obo. (510) 549-9829.

COLUMBIA 28, 1969. Crealock design, 1985 Volvo 17 hp diesel, new rig '95, dodger, autopilot, dinghy. Clean, stiff, strong. \$9,000 obo. (510) 658-2335.

CATALINA 27, 1984. Diesel, new batts, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay, boarding ladder, double lifelines, Lifesling, main & 120%, furling jib, holding tank with "Y" valve, auto bilge pump, TillerMaster. \$14,500. (408) 778-0047.

NO MORE SLIP FEE, BALBOA 27, w/ tandem trailer, shoal draft & swing keel. Sleeps 6, 6'2" headroom, Johnson 9.9. Fee savings pays off boat in 8 years. Has all the goodies. Free U.S. delivery. \$20,000 obo. (512) 729-8148.

BRISTOL CHANNEL CUTTER. Sam Morse built and finished, original interior, furling, monitor, Autohelm, VHF, SSB, Max Prop, Quad Cycle & more. Beautifully maintained, excellent condition throughout. \$85,000. (916) 762-3726.

25-FT McGLASSON BAHAMA, 1973. New 6 hp Johnson sailmaster. Extra sails. Recent haulout and survey. Good condition. \$3,850. (415) 705-8595 or (415) 332-3616.

FRANCIS 26, 1982. Chuck Paine design. West System cold molded construction, 19'6" LOA, 26'6" LOD, 8,000 lbs displacement, flush teak deck, inboard Yanmar 15 hp, GPS, VHF, autopilot, solar panel, documented. Located Sausalito, CA. Specs available. \$28,500. (415) 388-3854.

CATALINA 27, 1980. Dinette, inboard, one-design sailing dinghy, excellent family package. Great shape, ready to sail. VHF, knotmeter, depthfinder, battery charger, stove, shore power, swim ladder, 2 anchors, enclosed head, holding tank, headroom, fresh bottom. \$10,000. Pager (510) 340-5816.

HUNTER 28.5, 1986. 16 hp Yanmar, dodger, roller furling, aft cabin, h/c water, microwave, charger, shore power, wheel, bottom paint & no blisters 12/95, excellent condition, \$23,500. (408) 244-2945.

CAL 2-27. Well maintained. Great Bay boat. Enclosed head. Wood interior. Docked at Jack London Square. Trading up to a bigger boat. Must sell. \$7,000. Steve (510) 224-7285.

O'DAY 25. Trailer Bay boat, roomy, dry. Full settees, separate V-berth and head, galley. Keel c/b, VHF, DS, 200ah battery solar panel, cruising gear. Nissan 8 hp, EZ Loader. Very good condition. Two boat owner, must sell. \$7,400 or offer. (707) 938-3445.

CHEOY LEE 26, FRISCO FLYER. Beautiful. Fiberglass bottom-teak topside. Full cover. Six bags of sails. Volvo diesel i/b; dual batteries, depth sounder, knotmeter, VHF, stove, enclosed Porta Potti, dodger. Hauled & bottom painted 9/95. \$8,000 obo. (510) 370-9338 after 6 pm.

26-FT S2, 1978. Center cockpit, Yanmar dsl, new galvanized EZ Loader, new interior, new head, new stove, new CD stereo, all excellent condition. Steal for \$12,000. (408) 371-7266 eves.

CAPRI 26, 1990. Excellent condition. Lake sailed. Fixed keel, self-tailing winches, 6' headroom, 3 sails, two burner stove, separate bathroom, teak interior. Available trailer needs work. Fun, fast and comfortable with a large cockpit. Walk-thru swim ladder. Whiskeytown slip available. \$15,600. (916) 241-0606.

CONTESSA 26. Dodger, jib furler, new sails, lines led aft, trailer, Evinrude o/b. Slip #101, Alameda Marina. \$14,000 firm. (510) 521-1133.

ERICSON 28, 1986. Fast, roomy beauty loaded with new cruising upgrades. Dodger, battened main, furling, gennaker, tabernacled mast, awning, autotiller, GPS, stereo, PHCW, LPG, more! Bottom 4/96. \$29,900. (310) 438-2424.

CATALINA 27, 1975. Outboard engine w/ starter & alternator, 2 jibs, 2 mains, 1 spinnaker, autopilot. Located Coyote Point. \$7,000 obo. Call (415) 578-0664.

FISHER PILOTHOUSE MOTORSAILER, 28'3" LOA. GRP hull and superstructure. Manufactured 1975, Northshore Yachts, England, to Lloyds 100 A1 specification. Equipment list includes VHF, depthsounder, knotmeter, fishfinder, autopilot, inverter, nav computer, inverter, battery charger, windlass, davits, rebuilt 25 hp Volvo diesel, and transmission, LPG stove and oven. Furling gear, sails, mast and rigging new 1993. Custom interior, new foam and upholstery and much more. All immaculate condition. Circumstances force sale. \$37,500 obo. For complete specifications call (408) 646-8728.

MILLER 28, rugged performance cruiser, Caribbean vet. Spacious teak interior, new diesel, \$11,500 obo. Haida 26, offshore proven, diesel, new sails, rigging, interior headroom. Cruise Baja or Northwest. W/ trailer, \$10,900. Offers on LectraSan, Lofrans Windlass, CNG stoves, reliable Atomic 4. (415) 331-7576.

THUNDERBIRD 26, 1969. \$1,100 includes sails, spinnaker, VHF radio, outboard motor, anchor. Contact: Santa Cruz Harbor (408) 475-6161.

CONTESSA 26, 1978. A lovely example of this famous design. Freshly rebuilt diesel, epoxy bottom, twin forestays, jiffy reefing, 2 batteries. Autohelm, windvane, EPIRB, DS, KM, VHF, shore power, 5 bags sails, dodger, new shrouds, hauled 11/95. \$12,200. (510) 787-2705.

CATALINA 27, 1977. Great condition, dinette, sleeps 6. New standing & running rigging, lines led aft, inboard Atomic 4, main, 3 jibs, compass, VHF, DS, KM, AM/FM cass stereo, head w/ holding tank, 2 anchors, w/ chain & line. \$7,300 obo. (916) 961-7559.

BRISTOL CHANNEL CUTTER 28, 1995. Proven cruising design with classic beauty. Teak trim. five sails. Three anchors & rode. Yanmar diesel. Dodger/bimini. Roller furling. VHF (2), GPS (2), Alpine stereo, bronze winches. Berthed at Myrtle Beach, SC. \$159,000. (970) 353-3456.

25-FT BRISTOL CORSAIR. Bluewater pocket cruiser. It's been there. Headroom, dodgers, floatation, self steering, EPIRB, etc. Many modifications. \$3,500. (510) 483-9091.

FOLKBOAT FOR SALE. Boat, rigging and sails in good condition. Full cover, outboard motor and hand-held radio. Asking \$3,500 and I will consider any offer. (408) 954-1443.

CHRYSLER 26. Full battened main, self tending jib, Nissan 8, mast steps, bimini, lazy jacks, VHF, Loran, stereo, speed, depth, solar panel, brass fireplace, electric water, galley, cockpit controls, sailing dinghy, hauled 4/95, nice clean boat. \$7,000. (510) 679-9201.

28-FT BLUE WESTWIND DOLPHIN. Heavily built fiberglass, sails like a dream. New rig, good sails, powered by a 9.9 Yamaha in excellent shape. A good, safe boat for the Bay and the coast. Standing head room, mahogany interior. \$7,000. (800) 560-8995.

ISLANDER 27 KETCH. Good sails and outboard, roomy V-berth and standing room cabin with stove/oven, ice box, head, depth, VHF, AC/DC, wiring. Modified to be a liveaboard cruiser. Unique, well equipped and clean. \$4,500 obo. Adam (415) 508-1985.

COLUMBIA 28, 1968. Excellent condition, Atomic 4 runs great. 160 genoa, 110 jib, stereo, depth, VHF, new interior cushions, clean legal head, dual batts, very easy to sail, can fax more info! \$8,200. Bob, days (510) 577-2112; eves lv msg at (510) 481-2841.

28-FT HAWKFARM. Tom Wylie designed, built by North Coast Yachts, 1976. Has good but older sail inventory, new alcohol stove, tricolor LPU paint on hull. Needs some work and a new motor. \$8,900. Call or leave a message at (408) 259-7827.

HAPPY BOAT COMPANY

Marine carpentry & finishing • Bright Work • Deck Repair and Sealing
Custom Cabinet Work & Design • Fiberglass Repair • Marine Plumbing
30 Years U.S. & European Experience
Call Tony & Yvonne, (510) 370-7911



FAST BOTTOMS
HULL MAINTENANCE
(510) 671-2826

"CLEAN BOTTOMS ARE FAST BOTTOMS!"

UNDERWATER
BOTTOM CLEANING
&
ZINC REPLACEMENT

YACHT DELIVERY

Sail or Power
C.L. Davidson & Associates
P.O. Box 10742, Zephyr Cove, NV 89448
Office (800) 825-7674 • Fax (702) 588-1957



EAST BAY SAIL CLEANING

(510) 523-9011

INSTRUCTIONAL CRUISES WITH MIKE PYZEL

Learn heavy weather sailing, anchoring & more on 3 & 4 day, personally tailored Channel Islands cruises. Join solo TransPac and TransAtlantic skipper Mike Pyzel for the finest professional, private instruction. Brochure & schedule. Pyzel Navigation, P.O. Box 4217, Santa Barbara, CA 93140 (805) 640-0900



DIESEL FUEL FILTERING

Process Scrubs, Polishes, Removes Algae, Dirt,
Rust & Water from Diesel Fuel.
Includes Internal Tank Wash Down.
YOUR BERTH OR BOAT YARD • (510) 521-6797



BOATS, 2 SANTA CRUZ 27s. New boat, never launched, trailer, needs sails, \$16,000 obo. Other Santa Cruz 27 70% finished, \$2,000. Columbia 32.5 Sabre, nice lines, fast cruising boat, large cockpit, alcohol stove, sink, head, sleeps 4, main, jib, genoa, spinnaker, \$5,500. Catalina 22, swing keel, easy trailering, great family boat, clean, \$3,500 obo. (408) 423-6000 or (916) 544-8226.

25-FT CAT KETCH. Airex hull designed and built for strength and speed on single-handed ocean crossings. Oversized Harken hardware, Lewmar hatches, Newmar electric panel, bow and stern pulpits for serious sea security. Unique spacious light interior. \$15,000. (510) 609-7727.

25-FT CAL 25, 1968. Mainsail, 2 jibs, spinnaker. Evinrude 8 hp outboard, well equipped and lots of spares onboard. Needs dry-docking. \$2,500 obo. (415) 457-6783.

CATALINA 25, 1985. Like new condition. swing keel with trailer. Main, jib, 150% genoa. Honda outboard with generator. VHF, depth/knot/log/thermo, Pop-Top w/cover. Stereo cassette, interior/exterior speakers, and more! Emeryville slip E05. \$9,700. (916) 677-1504.

26-FT EXCALIBUR, 1978. Price just reduced! This solid Bay boat needs a new home. New roller furling jib, new boom, VHF, Loran, 8 hp o/b, misc items. Motivated seller is asking \$4,500. Send e-mail to lindy@mlpc.vip.best.com or call (408) 433-4828 x 2226 weekdays.

PEARSON ARIEL 26. Atomic 4 inboard, VHF, Loran, depthfinder, knot/log, sails: 110, 150, 170, light genoa, 2 spinnakers, tilting mast. See at Peninsula Marina R.C. \$3,500 obo. (408) 688-6399.

COLUMBIA 26, 1972. One of the most modernized of the perfect 26s. Modern boom, winches (6, 2 speed primaries), 4:1 traveler, 3 spinnakers, 5 jibs, 2 mains, glassed fin, sail drive, knotmeter, depthsounder, compass. Move forces sale. Jim (707) 643-1133.

O'DAY 27, 1977. Atomic 4. New: batteries, life-lines, VHF & compass. Well equipped. DS, KM, AM/FM stereo cassette. Must sell ASAP. My house was destroyed by fire and I need the money. \$6,500 or make and offer. (510) 433-7497.

26-FT S2 SLOOP, 1976. Center cockpit, wheel steering, aft cabin, enclosed head with shower, full galley, etc., etc. Great liveaboard, Atomic 4 Inboard. Needs some work. Quick sale \$5,900. Ask for Gary (voice mail) (415) 679-2169.

CAL 25 II, Honda o/b, main, jib, genoa, spinnaker w/ gear. excellent condition, 5 berths w/ galley. Strictly fresh water boat. New tandem axle trailer lets you cruise to your favorite cruising waters at 55 mph. Asking \$12,900. (916) 944-1606.

29 TO 31 FEET

YANKEE 30. Classic S&S design. One of the all-time great Bay or bluewater boats. Handles beautifully. Easily single handed. Well equipped and maintained. Fresh epoxy bottom job. Call (510) 597-0812.

30-FT CLIPPER MARINE F/G SLOOP, 1975. Beautiful custom interior, new Yanmar diesel. Approximately 80 hrs. Dahl fuel filter, new water/fuel tanks, all instruments, Loran, Autohelm, propane. Many extras, see to appreciate. F-17, Emeryville Marina. \$11,500. Call Bill Wright (510) 790-3729.

CAL 31, 1979. Diesel, Autohelm 3000ST, wheel, main, jib, genoa, spinnaker pole, Barient two-speed self-tailers, VHF, fatho, knotmeter, windspeed, direction. New upholstery. Nice teak interior. CNG stove/oven. Clean solid boat. \$22,500 obo. San Diego. (619) 443-6114.

BODEGA 30, 1976. Full keel world cruiser, custom interior. New 10hp Honda 4 cycle o/b with 28" extra long shaft. Windlass, 3 anchors, VHF, new 1/4" rigging with twin headstays, club-footed boom. By owner. \$12,800. (415) 331-0885.

IRWIN CITATION 30, 1979 SLOOP. Great shape, strong, fast, fun, easy to sail. Yanmar diesel. Shoal keel, wheel, new main, clean bottom, Harken roller furling. Comfortable teak interior, shower, VHF, KM, WD, DS, Loran, stereo. Specs available. \$21,500 obo. (415) 458-1665.

29-FT TAIWAN BUILT CLASSIC design, teak & mahogany cutter. Excellent condition & beautiful - full keel, hard dodger, heavy rigging and tackle, diesel, inverter, autopilot, log, etc. Trade on larger boat or best offer. Tom (915) 823-6356.

CAL 29. Roller furling, cruising spinnaker, GPS, autopilot, depthfinder, lines led aft, most running rigging replaced. \$11,000 offers. (707) 427-1956.

30' LUGER, VOYAGER 1980+? KETCH. Hull, superstructure, keel, windows and a 15 hp OMC. Sail drive installed and complete. Masts, rigging and sails ready to go. Both boat and three (3) axle trailer have never been in the water! This boat has a retractable centerboard, stainless rails & fittings, gas tanks, self generator, gauges and many other amenities for the ambitious sailor. More information (including pictures & drawings) via fax available upon request. Asking \$6,000. (415) 593-2910.

OLSON 911 SE, 1991. New Sobstad mylar sails, Sailtec adjustable backstay, Autohelm Triad instruments, Universal 20 hp diesel, excellent condition, lots of extras, very, very clean. \$39,000. Tom, W (415) 482-2171; H (415) 712-8509.

SANTANA 30. New rig and main, Harken jib and 150, spinnaker, autopilot, depth and speed log. Volvo diesel. \$19,000 obo. (707) 255-8898.

OLSON 30. Racing sloop, 1982. Race ready! New rigging, double spreaders, great sail inventory, 8 hp o/b. Lots of work completed on her in preparation for the 1996 nationals. Sailed only once in last 18 months \$17,900. (714) 224-1888.

BRISTOL 30 SLOOP, 1972. Halsey Herreshoff, rugged full keel. Atomic 4, main, 130, 150, storm jib, VHF, solar charger, 110v, 6 gal press, FM cass, 7" Fatty Knees" w/ sail. Tillermaster. Liveaboard needs TLC. \$12,500 obo. (510) 679-1747.

30-FT WOODEN SLOOP. Professionally-built in New Zealand, 1974. Beautiful, low-maintenance strip-planked hull (1 1/4" Kauri wood) with heavy framing, fiberglass-covered deck and cabin. Racing/cruising (Planet Class) design with modern rig, aluminum mast, SS rigging, modified full keel (nimble yet stable), diesel (recently serviced - new batteries). Complete set of sails including 2 Genoa's, spinnaker, storm sails. Self-steering, 3 anchors, liferaft, new bottom paint. \$18,000. (707) 629-3349 John.

ERICSON 30+, 1980. Excellent condition, fully equipped. Universal diesel, Harken roller furling, spinnaker, 4 Barient winches (2 self-tailing), Autohelm, IMI Combi system, h/c pressurized water, VHF, stereo. \$23,000. (408) 378-4533.

30-FT WOODEN KNARR, #74. Seeks partners in numbers and agendas to be agreed upon. SF Marina Green berth. Boat being refurbished. Very reasonable. Share the pleasure of a great class racer. (415) 331-7989.

YANKEE 30. Classic S&S design, one of the all-time great Bay or bluewater boats. Handles beautifully. Easily single-handed. Well equipped and maintained. Fresh epoxy bottom job. \$18,000. (510) 215-5823.

HUNTER 30, 1991. Fresh water boat moved to Bay in July 1995. Excellent condition, one owner. Roller furling, 18 hp Yanmar, depth & speed meter, new bottom paint, July '95. Richmond berth. \$45,000. (510) 225-1423.

S-230-FT. A must see, quality built, center cockpit (1978). Perfect for family or personal sailing adventures. Aft cabin privacy, head/shower, h/c water, galley, diesel, VHF, KM, DS, stereo, dodger, furling, extras. Benicia Marina B-82. \$24,500 obo. (916) 484-3016.

ISLAND PACKET 31, 1988. 3' draft centerboard, just finished refit, including mast, rigging, and Awlgrip. Well equipped including fridge, autopilot, WS/WD, depth, speedo, GPS, cruising spinnaker. Guaranteed to be the least expensive on market. \$57,500 obo. (864) 231-6571.

ETCHELLS. Ready to race. Latest new Curtis sails with a brand new (never sailed) jib & a well managed sail card. Well maintained 1985 Ontario hull, single axle trailer, mast step mover & many extras. \$18,500 cash or owner will finance. (510) 548-4159 or (510) 547-0685.

KIWI30, 1/2 ton design by Ron Holland, heavy rig, 11 sails, Atomic 4, sleeps 4, 8 winches. If you aren't familiar with a Kiwi, she deserves checking out. \$10,500. John (415) 924-4971.

WORLD CRUISER. Beautiful Dutch-built Contest 31 offshore sloop. Heavily constructed fiberglass with 25 hp Volvo diesel. Performance underbody with modified fin keel and skeg-hung rudder. Oversized rigging, twin backstays, pedestal steering, tabernacle mast. Autohelm 3000, battery charger, RDF, GPS, Loran, etc. This is a fast, capable, quality-built offshore cruiser that will take you anywhere in the world you want to go. Must Sell ASAP! Giving it away at \$19,995. (805) 995-2437.

CAL 29. Well maintained & needing summer exercise, light sailing last several years, 3 head sails + spinnaker, all in good to excellent shape, retrofit. Alameda. \$12,500 obo. Call for fax sheet, days (510) 523-8146 or eve (510) 521-8575.

ALBIN BALLAD 30, 1978. Built in Sweden for the Baltic, this heavy-keeled fiberglass sloop will enable your family to safely enjoy Bay sailing. (Her twin circumnavigated the globe!) Sleeps 5. Volvo diesel, Alameda. \$18,500 obo. Original owner. (510) 653-7658 days.

CATALINA 30, 1982. Atomic 4 low hrs. KM, DS, VHF Radio, Loran C Plotter, refrigeration, microwave, stereo system, VCR, Harken furling w/ 135% jib, phone w/ cable, shore power with Smart Chargers. Very well maintained. \$21,500. (916) 963-3402.

CATALINA 30, 1982. Sunstar. One owner, spacious performance sloop. Very clean! Many extras and new equipment. Atomic 4, autopilot, Loran, full Datamarine instruments, pressure hot water, folding prop, 3 headsails and more. Exceptional value. Asking \$29,500. Steve (415) 854-6530.

BRISTOL 30, 1973. If you're disappointed with what's available in a pre-owned boat, take a look at this! New bottom paint 10/95, new 120 roller-furling jib 11/95, new full-batten main 12/95, all thru-hulls replaced 25 hp Volvo diesel, dodger, Delta canvas, wheel steering, windlass, lines led aft, VHF, Loran w/ repeater, Tridata knot, log and depth, stereo w/ CD, dual battened and auto battery charger. Survey 10/95. Bought 10/95 — we're relocating! Truly sail away at \$22,500. (415) 637-0885.

CATALINA 30, 1982. Original owner. Excellent condition, diesel, wheel, furling, new dodger, sun shade, complete canvas, Autohelm 4000, DS, KM, AM/FM cassette, microwave and more. Reduced to \$26,000. (510) 376-7924.

ALBIN BALLAD 30, 1978. Sleek Swedish sloop. Excellent bay boat. Rigged for singlehanded. Skeg rudder, fin keel, Volvo 13 hp diesel, tiller, Furlex gear, dodger, autopilot, shore power, charger, VHF, depth, RDF, four sails. \$19,700 obo. (510) 524 2609.



Spinnaker Boat Cleaning & Brightwork

Wash from 69¢/ft. • Engine Maint. • Haulouts

Located at South Beach Harbor, S.F. (415) 543-7333

CHARTER — COSTA RICA

My 40 foot Islander Ketch in Costa Rica, Pacific Ocean side.

Fully found, separate staterooms and heads. \$650 / day, skipper included or \$3,900 for a full seven days. Great for two couples or couple and two singles.

FAX interest to (415) 485-4496.



CURTAINS LOSING TEETH? CUSHIONS SAGGING?

We can give your boat a 90's interior featuring new marine fabrics of Sunbrella, Olefin, etc. at affordable prices.

100% satisfaction guaranteed/no deposit

Call Bobbi at (415) 331-5919 for free estimate.



MARINE OUTBOARD CO.

265 Gate 5 Rd., Sausalito, CA • 415-332-8020

Repair • Service • Sales • Parts • Custom Rigging • Restoration • Accessory Installations

Power Boaters: New Mercruiser engine & drive packages

Sailboaters: New Universal diesel engines, trans. • Why pay dealer overhead?

Dolphin Marine Services

Dennis Daly

(510) 849-1766

"Mobile Marine Service"



Diving • Electrical / Installations & Repairs

Hull Maintenance • Rigging • Surveys •

Systems Installations • Fine Woodworking

MARINE SURVEYOR

Jack Mackinnon

510-276-4351

800-501-8527

APPRAISER

(member, SAMS)

Fax: 510-276-9237

e-mail: surveyjack@aol.com

RAWSON 30. Good condition, Mexico vet. New since 1992: Volvo diesel, all tanks, galley stove, propane tank and sensor, interior cushions, 120 amp alternator w/ 3 step regulator, 350 AH batts, all wiring, VHF, 35# CQR, Simpson windlass, dodger. Located in San Diego. \$17,000 obo. Call for spec sheet. (408) 335-4086.

CORONADO 30, 1972. Roomy, heavy, stiff, excellent in the Bay's heavy air, set up for cruising or living. 10'1" beam, draws 5'3", Palmer M60 inboard, VHF, Loran, knotmeter, depthsounder, tape/AM/FM, Autohelm, trim tab, primary anchor 35# CQR, 170' 5/16" chain, windlass, 50 gal water, 20 gal gas, 6 gal electric water heater, head, galley with 2 burner stove & oven, Force 10 cabin heater. Located at South Beach, SF, slip F51. \$11,500 obo. Michael (415) 826-8299.

NEWPORT 30 MK III, 1982. Great Bay vessel, 3 headsails, all lines lead aft, self-tailing winches, autopilot, instruments, epoxy bottom, diesel, liveaboard interior. Alameda slip. Asking \$23,400 — must sell, make an offer. (408) 373-1838.

PEARSON 30, 1977. Lutetia. Never raced and lovingly cared for. Pacific Coast Canvas dodger w/ rear and side hand holds, autopilot, inflatable w/ Tanaka outboard, '94 Richmond Boat Works rebuilt Atomic 4. \$20,000 obo. (415) 726-0416.

CATALINA 30, 1989. Dodger, turling jib, 135 and 90, single line reefing, lazy jacks, ST winches, windlass, VHF, DM, KM, refrigerator, propane stove and oven, microwave, h/c pressure water, macerator, 25 XPL diesel, 3/8" dratt. Brisbane. \$40,000. (408) 323-9120.

32 TO 35 FEET

1992 11: METRE. Great shape. Several sails. Located in Annapolis, MD. FOB Annapolis. \$21,000. Call Neil (703) 241-0987.

CHALLENGER 35 SLOOP, 1974. Bullet proof blue water cruiser. 4 cyl diesel, Aries windvane, Autohelm 4000, SL windlass, VHF, Loran, dodger, spacious teak & mahogany interior, tiled shower, great liveaboard. In very good condition. \$30,000 obo. In Ventura (805) 642-8835.

HANS CHRISTIAN 34 CUTTER, 1977. A cruising boat for all seasons. Lots of beautiful teak inside and out. 36 hp Volvo diesel. Long list of cruising goodies. Price cut to \$63,900. In Seattle. (206) 789-9609.

34-FT DOUBLE ENDED MOTORSAILER. Hans Christian lines. In building ready to be restored, six month lease on building, clean and dry. Hull cedar on oak ribs, glass cabin tops, 4 cyl Perkins and all gear. \$10,000 obo. Call Jon (415) 728-9503.

ERICSON 32, 1974. Yanmar diesel, low hours. Wheel steering, roller turling, hot/cold pressure water, dodger, cockpit cushions. \$16,500. (510) 832-4656.

ERICSON 35, 1971. #163. Wheel, Atomic 4, VHF and basic electronics, 9 Barent winches, 11 sails, teak rub rail. A clean basic boat that needs attention and to be sailed. \$15,000 obo. (510) 787-1105.

ERICSON 35, 1972. Classic lines in great condition. Wheel, Westerbeke diesel, refrig /freeze, propane stove/oven & cabin heater, h/c pressure water, dodger, Loran, radio, depth, knot, Bruce, tabernacled rig. Main, 85, 110, 120, 150, jib top, spinnaker. \$32,500 (415) 949-4457.

HUNTER 35.5, 1993. Superb condition: Dutchman main, furling 130 & Genesis 100. Hard dodger, Autohelm 4000 pilot and Integrated Sealtalk system. GPS, Delta anchor, Adler-Barbour 12v reeters, microwave. \$89,500. (707) 645-1776.

MARINER 32, 1971. Garden traditional tulle keel ketch, fiberglass. Great bay and coastal cruiser, Caribbean and Mexico vet. Heavy and forgiving, comfortable, dry & safe. Warm, wood interior, large cockpit, teak decks. Easy singlehander, great for a couple. 1995 new standing rig, aluminum main mast, full-batten main, ProFurl. Main, working jib, drifter, mizzen staysail. Also self-tending jib, self-tailing winches, dinghy, autopilot, CD, VHF, depth/speed, Perkins diesel, new bottom paint May '96. \$32,500 obo. (415) 331-6640 (night), (415) 974-2425 (days).

33-FT TARTAN TEN. Racer / cruiser. Diesel inboard. Everything new: instruments, WP, WS, KM. New standing rigging, life lines, shaft/prop, self-flaking main, VHF, stereo. New custom interior (no pipe berths), 7 great sails. PHRF 126. Asking \$16,500. (510) 684-9619.

NEW, NEVER LAUNCHED, 33-FT DBL ENDED Cruising ketch. F. Herreshoff design. Cold molded Port Orford cedar hull, deck, cabin interior, rudder, bowsprit done. Needs engine & ballast keel. 8,000 lbs. lead, 1x19 SS wire, Bronze hardware included. \$13,000. Bob Hogan (510) 523-4388 days, (510) 523-0173 nights.

1974 RANGER 32, TOUCHSTONE. A Gary Mull designed racer/cruiser. Clean, strong and sexy. Excellent sail inventory, 10 Barent winches, Atomic 4, enclosed head, galley. Berthed in Sausalito. Excellent value. \$15,000 obo. Will consider all offers. (415) 433-5444 day or night.

ISLANDER 32, 1978. Westerbeke 4 cyl diesel, 5 sails, new dodger & cushions, CNG stove w/ oven, pressure water system, Force 10 heater, spacious teak interior, windier cover, bimini cover. One owner boat, 95% at Tahoe, excellent condition. See in Sausalito Yacht Harbor. Don (415) 383-7015.

35-FT C&C, 1984. Yanmar diesel, 3 cyl, 15 hp. Martec 3-bladed feathering prop, hot/cold pressure water, Hillerage 3-burner propane stove with oven, teak interior, dodger, cockpit cushions. Very clean. Just hauled June '96. \$49,500. Call (510) 523-6801.

ARIES 32, 1976. Classic blue water cruiser. Teak interior, well maintained, extra sails. \$24,000. (415) 366-9467.

**Remember...
Classy deadline
is a-l-w-a-y-s
the 18th.**



WESTSAIL 32. Strong, roomy, comfy cruiser. Custom interior, 35 hp Volvo diesel, radar, VHF, knot log, Loran, depthsounder, Autohelm 2000, electric windlass, refrigeration, propane stove/oven, S/S sinks, S/S bowsprit/boomkin, 6 sails, sleeps 5. \$38,000. (408) 663-1017 eves.

HANS CHRISTIAN 33, 1980. Cutter. This proven bluewater cruiser is in excellent condition. Pullman master berth. Hauled 4/95 for new epoxy bottom, paint, thru-hull service/replacement, cutlass bearing. New Harken roller furling head and stays'l, batteries, exhaust system, motor mounts, GPS, AM/FM/CD. Recently replaced head, hot water heater (engine & shore operable), water pump, accumulator, wind/speed/depth instruments (B&G Network). Ample power with Isuzu 40 hp (850 hours) with rebuilt starter. \$89,000. (415) 897-2916.

PEARSON 34, 1985. Bristol condition, new canvas, new interior, new ports, new cockpit cushions, Velcro screens for all openings, all new thruhulls, new jib sheets, new main halyard, new Apelco VHF, new am/fm cassette with CD changer, refrigeration, propane stove, hot and cold pressure water, dockside water, Lewco 40 amp battery charger, SOLAS offshore flare kit, self-tailing winches, 90% and 120% jibs, 3 cyl Yanmar diesel with 700 hours, BBQ, Achilles dinghy with 4 hp Suzuki outboard. This is a turnkey yacht. \$65,000. (415) 261-0266.

ARIES 32, 1974. The classiest. Autopilot, monitor windvane, propane stove and heater, hard dinghy, 5 sails, cruising spinnaker, Westerbeke, full canvas, dodger, windlass and more. Varnished and bristol. Expertly maintained a cruise ready, tulle keel, double ender. Offered at \$36,500. (510) 449-5282.

SWEDISH CUSTOM BUILT 32. Varnished mahogany sloop. Beautiful hull, glued planks on oak ribs, no gaps makes hull one unit, best workmanship. Cabin and interior to match. Sailed Sweden to California, very stable, fast, strong cruiser. 20 hp Yanmar diesel. New wiring, battened keel bolts, other recent work, needs mast paint, other details. \$18,500 to right person. \$100/mo. Moss Landing berth. (415) 255-5911.

34-FT O'DAY SLOOP. Keel stepped mast, universal diesel, Loran, depth sounder, knotmeter, VHF, sleeps 6, propane stove/oven, sails 90%, 130%, 150%, spinnakers (2), wheel steering. This is a comfortable, roomy, coastal cruiser for an affordable price. \$32,000. (510) 829-5976.

ERICSON 32-200, 1989. Turn-key condition. Diesel, autopilot, dodger, water heater, aft cabin. Lovely warm wood interior. A beautiful boat throughout. \$58,500. (510) 228-0215.

HUNTER 33, 1981. Roller turling, Yanmar diesel, wheel steering, VHF, wind, depth & speed gauges, self-tailing winches, dodger, h/c water, cockpit cushions, stereo, 2 anchors, stove, lead, battery charger, etc. Excellent condition. Sleeps 6+, fast, comfortable & fun. \$25,000. (415) 461-7147.

RAFIKI 35. Hull #4, rare Mark I design with custom tall rig, cruise veteran, cruise ready, great liveaboard. \$55,000 firm. (510) 704-9115.

HANS CHRISTIAN 34, 1977. Estate sale. 42 hp Volvo Penta Turbo diesel, low hours. 8 sails. New varnish and cabin paint. Dodger, deck lifelines, Lifesling overboard system. Propane stove and heater. Autohelm, VHF, KM, DS, Loran, AM/FM cassette radio and more! Last hauled 10/90. Bottom inspected and cleaned 6/96. Needs varnish/paint on stepped wood mast. With some TLC, she's beautiful and cruise-ready! Transferable Brisbane Marina berth. A bargain at \$61,500. (510) 835-0221.

32-FT ARIES STAYSAIL SLOOP. New: LaFiel mast, CNG stove, water system, Loran, Fatho, standing rigging. Custom fit Montgomery dinghy. Dickinson tireplace. Very clean. A must see. On the dry at Nelson's. No reasonable offer refused. (602) 922-7488.

ISLANDER 34, 1972. Good, clean, solid boat. New bottom, new interior. \$15,500 obo. (707) 528-9005.

ARIES 32, 1972. Beautiful tulle keel world cruiser. Mahogany on oak, Volvo diesel, Monitor vane, LPG range/oven, 6 sails, Bruce and Dantorth, last hauled and painted 7/95, cruise without hocking the house. \$12,950 obo. (707) 578-4279.

J/35c, 1990. Clean, turn-key and 100%, ready for summer cruising. Roomy aft cabin and forward V-berth are ideal for two couples or a family. White bulkhead interior with teak trim, 16 opening ports/hatches rod rigging, Quickvang, Autohelm, 100A Alt, 3 Gels, Navtec, hydraulic backstay, GPS, Loran, Muir vertical windlass, new dodger, sun shade, stereo CD, MaxProp, furling, North sails. Fast, fun to sail, low maintenance with lasting Quality and classic good looks. Reduced to \$99,000. Days (805) 988-1641, eves (805) 644-1260.

YAMAHA 33, 1978. Solid, swift well-built racer/cruiser. Yanmar diesel - rebuilt '93, tiding prop, hydraulic backstay, knotmeter, depth, compass, VHF, LPG range/oven. Full headroom. Fiberglass with teak interior. Great storage. Tiller steering, 4 jibs, 2 spinnakers. \$26,400. (707) 224-1512.

TRAVELLER 32, 1977. Canal registered. She took good care of my wife, dog, and me for three years of cruising. Free her from captivity at her South Beach Harbor slip. \$37,500. Call (415) 543-8160.

PEARSON VANGUARD, 1965. (32.5') Excellent structural shape. Needs a little cosmetic work. Has Atomic 4 Engine. New rigging, backstay, lifelines, boom, thru-hull valves. 1995 Survey. Priced to sell at \$15,500. It serious, call Bob (415) 349-7324 or Brad at (415) 468-5638.

FAST 345, 1984. 34.5' Great fast cruiser/liveaboard. Ron Holland designed, racing exterior, spacious and beautiful interior with aft cabin. Fully equipped. \$45,000. Call us for details: (206) 528-5794.

YORKTOWN 33, 1974. Aft cockpit, built for world cruising, excellent cabin layout. Many extras, 8 bags of sails, Honda o/b aux. Vessel sound, needs some minor work. Steal at \$9,900 obo. Ask for Steve at (707) 765-2628.

CHART SAVINGS OF 70% & MORE!

Current Edition Charts reproduced on the Heaviest-Weight Paper in the Industry!
So. Pac., Mex., N.Z., Aust., USA, Carib., Med., Worldwide. Free Index. Sample Chart \$2. DMA & NOS
Originals @ 20% Off (25 chart min.) 20 Years Quality Service. — Bellingham Chart Printers —
P.O. Box 1728L, Friday Harbor, WA 98250 • (800) 643-3900 • Fax (360) 468-3939

MARITIME ATTORNEY

Specializing in boat-related matters including Purchase Contracts, Taxes, Liens, Importation, Accidents and other areas. Experienced sailor.
Shawn M. Throwe • 2236 Mariner Square Drive, Alameda
(510) 522-0426 • Fax (510) 522-2062



CALIFORNIA YACHT CARE

Featuring the Galley Gals
High quality Yacht Maintenance
Below Deck Cleaning
Debby (415) 381-3987 • Alison (510) 655-3848



CRUISE N' LEARN

5 day liveaboard sailing and instruction in the Pacific Northwest's scenic SAN JUAN ISLANDS. US SAILING school. "RELAXED ADVENTURE"
Wind Works Sailing Center, Inc. Seattle (206) 784-9386
see our home page at <http://www.sail1.com/sail1/>

33-FT HUNTER, 1982. Great liveaboard. 6'4" headroom, h/c pressure water, fin keel, wheel steering, diesel, low hours, spinnaker. \$29,000. Tom (510) 458-6096.

36 TO 39 FEET

ERICSON 38, 1983. Performance cruiser, excellent condition. 4 headsails, dodger, bimini, Autohelm, Harken roller furling, GPS, folding prop, inflatable dinghy, Tri-data and many extras. \$63,500. (916) 891-4704.

COLUMBIA 36, 1969. Atomic-4, hot/cold pressure water, roller furling, cruising prop, refrigeration, wheel, TV, dodger/bimini, windlass, 22# Danforth, 4.5" Bulkhead compass, two 135 amp-hour batteries, Autohelm ST4000, knot/log and depth, head. \$25,900. (415) 321-6040.

ISLANDER 36, 1976. Perkins 4-108, 2-VHFs, wheel steering, pressure water, hot water heater, depth & fish finder, forced air heater, refrigeration, dodger, stereo system, alarm, cutter rigged, good condition. \$35,000. (707) 823-8803 leave msg.

38' FARALLONE CLIPPER. Classic 1955 Stephens. Mahogany/oak/bronze. New standing rigging, alternator, holding tank. Rewired engine and 12v panel. Survey 11/95. Asking \$19,000. (415) 604-4563, (415) 728-9506.

SPARKMAN & STEPHENS WEEKENDER. 36' fir on oak knockabout sloop, built 1938 at Stephens. Perkins 4107, new paint, H2O tanks, upholstery. LectraSan head, gimbaled alcohol stove, ample storage. A strong cruiser or cozy liveaboard. \$22,500. Call (415) 388-6057 for specs.

36' FREEDOM, 1986 by Tillotson Pearson. Balsa core hull & deck. Fast racer, very comfortable cruiser. 3 cabin layout sleeps 7. Full battened main, sparred jib, with spinnaker. New sailcovers & running rigging. 3 cyl. Yanmar diesel, propane, electronics, dinghy with 9 hp o/b, ground tackle, etc. This extremely clean & well maintained yacht is available to the right person or couple. For sale by owner, \$95,000. (415) 331-1313.

OHLSON 36, 1964. Mahogany on oak sloop, teak decks, spruce spar. Recent Master Mariners winner, this beautiful Swedish woodie is fast and easily singlehanded, sleeps 6. New bottom & topsides paint. \$24,000 obo. Call (415) 388-6057 for specs.

YORKTOWN 39 SLOOP. Center cockpit, Perkins diesel. Mast, boom, sails, rigging, other major equipment on hand. Minimum work, most materials to complete and launch. Carefully crafted for blue-water cruising. Illness forces sale. Call V. Bishop, Sacramento (916) 966-1556. Please leave clear message.

36-FT CAPE GEORGE CUTTER, 1975. Cecil Lange built Atkin world cruiser, recently rebuilt Volvo 36, 3 blade Maxi prop, epoxy bottom, Sterling LPU, Mariner roller furling, self-tailing Barient, new Gianola dodger, electric windlass, mechanical refrigeration, vane (See Mate's Best Boats). \$75,000 (916) 988-6501.

HUNTER 37, 1983. One owner vessel in excellent condition. Able coastal cruiser. Spacious and comfortable living quarters. Head w/separate shower. Many extras. Pier 39 slip. Priced to sell. Call (415) 861-6853.

THIS IS THE CRUISING BOAT YOUR WIFE WANTS. Bright, airy, easy to clean & maintain, oodles of stowage, safe, strong — she can sail it alone. Great systems design means more sailing, less work. Cumulant 38F: steel round-bilge staysail sloop. \$127,500. (541) 899-9192.

38-FT CATBOAT, KETCH RIG, 1983. In Sea of Cortez. Wonderful shorthanded long distance cruising. Very complete, very good condition. Two double berth cabins, two heads, comfortable main cabin. Strong Airex foam core, carbon fiber masts. One loving owner. \$64,500. (602) 951-3205.

CAL CRUISING 36. This boat is very well equipped with 50 hp Perkins diesel, autopilot, roller furling, Loran, depth/speed, anchor windlass, all chain, custom cabinetry, custom hard dodger, refrigeration, 3 burner CNG stove with oven, piano, plus much, much more. \$36,000. (805) 984-4014.

CREALOCK 37, 1982. Total refit 1994-95, monitor, autopilot, GPS, ham, watermaker, custom layout, 9 cruising sails, extensive spares. New: stainless ports, rigging, LP spars, upholstery, rewired. \$95,000. (619) 425-2949

ISLANDER 36, 1974. Custom hatches and winches, Perkins 4-108. Dodger, full battened main, new 125 headsail, oversized roller furling, 3 chutes, extra sails. *Tillicum* in front of North Sea Restaurant. (415) 459-0155.

S&S 37, 1969 SLOOP. (Chris Craft Apache) '95, '96 refit includes Awlgrip paint job (dark blue), interior, dodger, sail cover, cockpit cushions, GPS, entertainment center, diesel, mainsail, panel, Avon, Genset, fridge, wheel, etc. Bristol condition. \$31,500 obo. (619) 724-9666.

FREE TO A GOOD HOME! 37-FT F/G HULL w/ deck and cabin. Will make an excellent racer/cruiser. Must move because I'm moving! Also. 47' Ballenger mast, winches, alcohol stove. 125# roll of combo mat, more, for sale. Bill (510) 233-5267.

38-FT HANS CHRISTIAN CUTTER RIG, 1977. Hull #15. Major refit 1987; new Nissan diesel, teak decks, rigging, lifelines, paint. All chainplates & hardware removed, rebedded. Sharp, Aries, Givens, Nordic sailing dinghy, complete canvas cover. \$69,500. Kailua-Kona (808) 322-4948.

PACIFIC SEACRAFT MARIAH. Satnav, radar, Sabb diesel, stainless tanks, wind generator, solar panel, great galley, sleeps 4. She needs someone who can give her the attention she deserves. In Baja, no sales tax. We're desperate. \$39,500. (805) 962-8599.

ERICSON 39. Documented, new Perkins M-60, feathering prop, 6V batteries, inverter, GPS, roller furling, sails, refrig, stove, heater, all new latex king size mattress. Too much to list. Cruise ready - 7 knots sail or power. Sacrifice at \$49,000. (909) 305-0258.

FISHER 37, motorsailer ketch, aft cabin, radar, Loran, wind s/d, depth, speed log, 2 VHF, CB, loudhailer, Avon, 80hp Ford Saber diesel, 120 gal fuel, 120 H2O. Monterey slip available. Call (408) 624-7210.

CREALOCK 37, 1981 by Pacific Seacraft. Cutter, 6 sails, Monitor, Switlik liferaft, watermaker, windlass, 406 EPIRB, full canvas and much more. Extensive upgrades '94. Bottom paint 3/96. Just returned from 2 year Caribbean cruise. Asking \$116,000. Charleston, SC. (217) 345-6228.

O'DAY 39, 1983. Perfectly cared for original owner yacht. Set up for serious cruising with custom two stateroom interior and hard dodger. New sails, dinghy, outboard, upholstery, 470 AH batteries, battery monitor, 100A alternator, air conditioner with heat, windlass, chain and LP paint. Three page equipment list includes radar, full deck awnings, bimini, autopilot and much, much more. Located in San Carlos (Guaymas), Mexico. \$69,900. Glen Bradley (703) 706-9567 H, or (301) 925-3222 W.

HUNTER 36 1981. H/C water, refrigeration. Microwave, new sails, just hauled, VHF/DF/KM stereo, Yanmar diesel, dodger. Nice boat & ready. \$25,000 obo. (916) 485-4482.

ISLANDER 37 PILOTHOUSE M/S. Rare factory model in beautiful condition. Dual stations and controls. Large pullman double berth, extra large galley and refrigeration. Incredible storage and hanging lockers for ultimate liveaboard. Perkins 4-107 diesel, Benmar autopilot. Impeccably restored. \$65,000. (619) 698-1845.

C&C LANDFALL 39, 1983. Excellent condition, loaded. New SSB, WM, wind, Auto 6000, radar, GPS, Datamarine, Avon, Suzuki 8, Lewmar 55, 6 sails with full battened main and spinnaker. Holding tank/Espar. \$69,900. (619) 492-8059.

HUNTER 37, 1984. Cutter rig, excellent condition, Yanmar 44 hp diesel, Autohelm, furling jib, microwave, charger, full cover, dodger, stern dodger, lazy jacks, fresh water boat since new at Tahoe. Much more! \$49,500. (702) 849-0735.

CAPE DORY 36, 1987/88. Lovely bluewater cutter. Running rigging, North gennaker, Raytheon RL-9 radar, windlass: all 1995. UK sails, Perkins 4-108 (only 320 hours), Datamarine depth, KL, windspeed/direction. Bronze winches. Lovely interior. A rare find. \$115,000. (510) 521-9008.

C&C LANDFALL, 1981. Performance cruiser, excellent condition, Pacific vet, 30 hp Yanmar, GPS, roller furling, ref, 10' Zodiac w/4.5 Evinrude, dodger, w/ bimini, self-tailing winches, 6 man emergency Avon Ventura. \$56,500. Call (209) 456-8575.

37-FT ISLANDER PILOTHOUSE, 1971. Totally refurbished interior, dual steering, factory rebuilt Perkins diesel, furling, radar, Autohelm, GPS, windlass, refrigeration, pressure water, propane stove/oven, Espar furnace, much more. Excellent liveaboard/cruiser. \$44,950. (503) 735-9987.



40 TO 50 FEET

CHALLENGER 40, 1974. Fiberglass sloop, beam 12'8", displacement 25,000 lbs. *Breezin Up* is a great cruising boat, extremely strong and comfortable. Our family of four cruised from San Francisco to Florida in 1992-1993 then trucked her back. Separate stateroom, 50 hp diesel with 600 hrs, radar, autopilot: Alpha Marine 3000, dodger (1 yr old), DS, new rigging, 8 winches, VHF, sails used only 2 years, 12' Zodiac with 5 hp o/b, 6 man Avon liferaft, elec windlass, full awning, mast steps, new exhaust on engine, 100 amp alternator, All new thru-hull fittings, sailing dinghy, AC/DC refer, hot water, all new upholstery, new stern bearing, new propeller, new salt water pump. \$62,000. Kate or Grady (707) 769-7705 H or (415) 892-4991 W.

40-FT CHEOY LEE YAWL, 1970. Tri cabin. 48 hp diesel. Fiberglass & teak, 7 sails and electronics. In Humboldt Bay. \$48,000. Call Tom Walsh (707) 839-0245 or (707) 826-7448.

CT 41. Bill Garden design full keel center cockpit ketch. Fiberglass hull, 60 hp Isuzu for sale or trade for equity in small house or commercial property. North Bay or Richmond area. Jim Boyer (510) 228-1662, Box 253, Martinez, CA 94553.

45-FT CUTTER. Cold molded wood hull. "Jay Benford's *Argonauta*." Cedar planking finished hull is on 45' trailer. Plans, new 20 hp marine diesel and gearbox. In Brookings, OR. \$10,000. (541) 469-5715 days or (541) 469-2909 eves.

44-FT LOANORWEGIAN CUTTER. \$25,000 firm. Call Russ for details at (415) 519-8662 or (415) 455-9438.

MASON 43, 1981. Strong offshore cruiser, well-equipped, EPIRB, SSB, liferaft, GPS, radar. \$115,000. For details see web page <http://pacificrim.net/~hartpac/mason/> or call 360-378-7048 or e-mail hartpac@pacificrim.net.

44-FT BRUCE ROBERTS. Ketch rig, center cockpit, overboard raft, 4 sails. Heater, Autohelm, GPS, sleeps 5, 2 heads, 3 way fridge, 4 burner stove w/broiler. Needs TLC. Sitting in San Carlos, Mexico on the hard. \$30,000 obo. Call Jody (702) 435-7432.

HUNTER 40, 1986/92. Fresh water boat, like new. Hull extension, swim platform - great for diving & swimming. Light teak spacious, airy, interior, great liveaboard. Centerline bed aft. Custom cabinetry. 2 heads, 3 showers. Dodger/sunshade, windlass, autopilot. Captain maintained cruise ready, electronics. \$79,750. (619) 689-6660.

MAPLE LEAF 48, 1972. Stan Huntingford design by Cooper Yachts. Center cockpit, aft cabin cruising sloop. Hard dodger. Strong 120 hp Ford Lehman. 350 gal fuel, 300 gal water. Solid rig, Harken furling. Norseman fittings, windlass. Recent survey. \$119,000. (805) 642-4178.

PETERSON 44, 1976. Cutter rig, center cockpit, proven cruiser. She's ready to go again. \$95,000. Call for complete specs and info. (415) 663-1550.

\$ Let Your Boat Make Money - Charter It \$

Make Thousands of Dollars every Year - Call for our FREE Brochure
Spinnaker Sailing - South Beach Harbor, S.F. (415) 543-7333

J. KARMIN BOAT HANDLING

Customized instruction on your power or sailboat.
** USCG 200 Ton Licensed Captain ** ASA Certified Instructor
Also available as charter captain or boat deliveries.
Ans. Svc. (415) 341-2852 • Reasonable Rates

NOR-CAL COMPASS ADJUSTING

Magneuto™ System Exclusively

1. Boat Remains in Berth 2. Eliminates Deviation

Your 3 best friends are...GPS, Radar, and a Compensated Compass

Hal McCormack • Dick Loomis

(415) 892-7177 days or eves.

SEWING MACHINE RESOURCE

Commercial and industrial • New and used machines for
Sails, Canvas, Upholstery, Cruisers
By appointment Gordon W. French (510) 680-8836



MASON 43, 10/85. Classic, moderate displacement blue water sailer. Cutter rig, excellent condition. Cruise vet and ready to go again. Radar, wind generator, SSB/HAM, 2 autopilots, de-sal, self-tailing, bimini, furling jib, heavy duty ground tackle, more. \$169,000. (805) 962-7487 eves.

FRERS 46 MERRYTHOUGHT, 1976 Palmer Johnson aluminum racer-cruiser. All lines led to aft cockpit for short-handed sailing and cruising. Autohelm 6000, new Sea Talk sailing instruments. New custom cruising interior includes full galley, fridge & freezer, large enclosed head, pressure water, large V-berth, 4 settees and 2 pilot berths. New gear in 1996: professional Sterling LPU, 7 Lewmar hatches, 5 Lewmar self-tailing winches, complete Harken deck hardware. Sail inventory includes full-batten cruising main, race main, storm sails, 5 jibs, 2 spinnakers. Drydocked in Monterey. Will deliver by truck to new owner. Asking \$115,000. Partial financing considered. Possible trade down for smaller cruising boat. (330) 898-2479. No brokers, please.

ISLAND TRADER 43' KETCH, equipped for cruising, documented. Located in Baja. Designed by Garden, Great liveaboard, teak interior/decks, roller furling, electric windlass, life raft, windvane VHF, Loran, Stereo/CD, h/c pressure, many extras. \$50,000. (619) 788-0511, Fax (619) 738-7105.

47 FOOT DOCUMENTED STRIP PLANKED Gaff-rigged topsail schooner, world cruiser, liveaboard, full headroom, Lister diesel, 100 gal fuel, 100 gal water, windvane/autopilot, VHF, all band receiver, 8 bags sails, kerosene heater, wood burning heater, 500 navigation charts, 17 sailing directions, 8' Avon, many extras/spare parts, located California. (805) 773-4251 leave phone or address for detailed information, sell or trade for house.

44-FT KETCH, 1958. 36' LOD x 11.5' x 4.5'. Fir on oak. Pisces Isuzu diesel. Sails and stainless rigging. Major project. Includes 3,000 stainless screws & teak plugs. Must move. Best offer or trade. (805) 239-7716.

44-FT ROBERTS STEEL KETCH. Professionally welded, been to mainland Mexico and back. Surveyed at \$75,000. Harken furling, watermaker, Perkins 4-108, solar panels, radar, GPS, windspeed, refrigeration, propane cook, Staylock terminals, wheelhouse, windvane, autopilot, much more. (415) 742-6571.

50-FT LAPWORTH 50, 1962, CAPRICE. Very fast, beautiful wood classic, canoe stern, multiple race winner, full electronics plus Ham. New rig, sails, etc. Teak, mahogany, apeton. Extensive gear and spares. Elegant interior, excellent condition, cruise ready, estate sale. \$95,000 obo. (510) 521-1667.



46' GARDEN KETCH, 1973. Fiberglass hull, teak decks, Data Marine Link 5000, inverter, refrigerator, freezer, fireplace, microwave, three burner propane with oven. Seven sails, halon, electric windlass, autopilot, 80 hp diesel. Aft cockpit. Bristol. \$102,000 firm. No brokers. (415) 883-7962.

48-FT L.O.D. CUSTOM CRUISING KETCH. Launched Nov 1986. Full keel, center cockpit, dodger, cutter rigged. Sea kindly, fast, plenty of deck space. Isuzu diesel. Functional, airy, commodious interior. Two heads, shower, CNG, much storage space. Well insulated. A beautiful and proper yacht above and below decks. Perhaps the most comfortable liveaboard for its size to be found anywhere while still having excellent sailing qualities. Now moored in the Delta. An outstanding buy at \$89,500. (916) 777-6173 after 6 pm.

HARDIN 45, 1982. Durable, spacious, Taiwanese built cutter-rigged ketch. Center cockpit, 13'6" beam, 4 staterooms including queen bed and rear windows in aft cabin. 2 heads: 1 manual, 1 electric, both tiled with showers and propane flash-heated hot water. Tiled galley with 3 burner stove, oven and microwave. Fiberglass hull never blisters, teak deck and interior. Last hauled April '95. Autohelm, Loran C, many more amenities. Great cruiser and liveaboard, served 3 years as TransPac communications vessel. Now berthed in Sausalito. This month absolutely the best boat deal in town as currently for sale by owner. \$95,000 absolutely firm if brokered, this month negotiable. For more detailed information, page (510) 810-4174 and iv number. Wknd viewing appreciated.

40-FT CORTEN STEEL GAFF YAWL, 120 hp 6 cyl Lehman. Steel deck, house, spacious, 1/4" Corten = 15" solid fiberglass, corrosion resistant, high tensile, new paint, great engine, Aquafit. Dec '94 survey, hull perfect, replacement cost astronomical. Icebreaker! \$29,500. 40' salmon troller with '96 permit, new 671, 0 hrs. New tranny, 2" white oak planked, massive constr fly bridge, \$18,500. 32' Luhrs, twin turbos 6 cyl Perkins, fly bridge, \$14,500. 1991 15 hp Johnson long shaft, low hrs, runs great, \$1,400. 14' runabout, 35 hp, \$900. (800) 709-0255.

40-FT MOTORSAILER. Large blue water liveaboard, custom interior in super condition, only two on West Coast. A/P radar, fish finder, depth, GPS, Loran, SatNav, watermaker, 2 units, central heat/air, generator, VHF, stereo, TV, micro, safety gear, stand-up shower, heated cabin, 1,000 mile range under power, 200 gal water, 200 gal fuel, tile galley, bath, teak interior, new bottom paint, no blisters, new sail, 14' beam, 2 refrigerators, sleeps 6. Compare at \$100,000. Must sell only \$72,500. (916) 635-7447.

COLUMBIA 45 KETCH, 1971. Dual steering stations, self tailing winches, radar, autopilot, Loran, dual depth, VHF, whisker pole, fully battened main and mizzen, lazy jacks, 350 hours on Perkins, teak & mahogany interior, large hanging lockers, large aft cabin. \$73,000 obo. Call (510) 535-2134.

40-FT CUSTOM, 1977. Strip plank-fiberglass. 400 hrs Perkins 4108 diesel, new mainsail, good drifter, 3 jibs, freezer, GPS, radar, Loran, LectraSan, large tankage. A solid, full keeled world cruiser. \$25,000 or trade for land. Call (415) 331-8736.

45-FT MORGAN (STARRATT) YAWL. Fast, strong, performance cruiser. Aft cabin, fiberglass, stainless/aluminum rig, new Volvo diesel, sails, anchors, etc. 100 gal water, 80 fuel. Interior unfinished. Sail her away for \$35,000 or trade for smaller boat or ? (510) 639-5892.

CHEOY LEE MIDSHIPMAN 40, 1974. New canvas, rebuilt Perkins diesel, new cushions, full canvas on center cockpit. A quality vessel, well kept. \$69,000. Message (415) 479-7128.

CT 41 KETCH, F/G hull, teak house, Perkins diesel, radar, autopilot, windvane, solar. Fireplace. Beautiful, strong world cruiser in good condition at very low price. \$45,000. Must sell. Lying San Carlos, Mexico. Fax address to D.W. Content (916) 283-3928.

CELESTIAL 48, 1985. This beautiful cutter-rigged ketch with center cockpit is completely outfitted with quality equipment (Northern Lights 8 KW generator, Robertson autopilot, Raytheon radar, Garmin GPS, separate refrigerator and freezer plus more) and is ready to cruise. Highlights of gorgeous teak interior include bright main cabin, large aft stateroom with king sized bed, convenient galley, two heads and a real engine room. All well maintained and in excellent condition. \$175,000. For brochure or to see, please call (408) 286-6991.

CT 41, 1973. Outstanding condition, fiberglass, Awlgrip paint hull & masts, 1992. 60 hp Isuzu diesel. A must see, the Dee-Oat San Rafael Yacht Harbor, Gate 7. Asking \$69,000. (415) 457-2917.

SAILING HALL OF FAME. Cal 40, Hana. Now offered for sale. Completely refurbished inside and out. Looking good. Race and cruise equipped. Fresh diesel, zero hours. \$55,000. Call (415) 332-1160.

BALTIC 42, DP SLOOP, 1981. Perkins 48 hp diesel, new in 1991. Max Prop, 15 bags, new inventory. Alpha autopilot, Furuno radar, Loran, SatNav, GPS, weatherfax. 2 fathometers, 3 radios. Espar. Ready to race and win. Call Lex Cooper (206) 439-9999; fax (206) 431-1000.

44-FT IRWIN CLIPPER SLOOP, 1946. Fellows & Stewart. New mainsail with canvas cover. Great condition. Newly refurbished deck. (510) 272-0765 or (510) 464-4617.

KINGS LEGEND 41. Flush desk pilothouse cruiser. Just returned from Mexico and ready to go again. Like new, completely outfitted in '95 for extended cruising. Will consider trading down or trading for real estate. Please call for complete spec (415) 589-3810.

46-FT KETCH. Center cockpit, full keel. Hull is complete with cabin tops, fuel and water tanks, cockpit bulkheads and some finishes. This is a boat for someone who wants to finish it and tailor it to your own needs. The workmanship that has gone into her thus far is of top quality. I have most of the equipment to complete the boat. All equipment is new and top of the line including aluminum masts and booms, stainless steel standing rigging, diesel main and auxiliary engines, stove, fridge, heads, anchors, chain, lines and much more. Will sell hull separately if interested. Need to sell, make offer. Call Kevin (415) 728-1128.

41-FT CORONADO, center cockpit sloop. Perkins diesel, auto pilot, 2 bilge systems, pressurized hot/cold water, navigation equipment, many extras, good condition. \$30,000. (916) 666-7499, fax (916) 666-7498.

40-FT CUSTOM BUILT CRUISING CUTTER. One of a kind, Gary design, extensive work just completed top and bottom, bright, airy, spacious, safe, strong, stable, cedar on oak, 85 hp Ford Lehman, excellent liveaboard/cruise. Replacement \$120,000. Asking \$44,500 obo. Call for brochure (415) 965-2023.

1991 HUNTER 430 / MOORINGS 433. Aft cockpit, 2 1/2 cabins, hot showers, mechanical fridge/freezer, 50 hp Yanmar diesel, power windlass, 150 ft chain, 2 anchors, roller furling jib, stereo, bimini. \$135,000. (415) 854-6687.

41-FT CHEOY LEE "OFFSHORE" KETCH, 1977. Lloyds registry, teak decks, custom interior, depthsounder, knotmeter, VHF, strong cruiser and great liveaboard, many extras. Asking \$55,000. Call Rich at (415) 363-1390.

NEWPORT 41, 1984 SLOOP. Original owner. Daysailed on Bay only. Diesel with 270 hrs. Barrier coat, 1993. Hauled June 1996. Harken roller furler, rod rigging, extra water tanks. Great boat for short handed, fast cruising or liveaboard. \$67,000. (707) 252-6347.

41.1 BRISTOL / TED HOOD DESIGN. Complete cruising equipment. Center cockpit/stowed main. New dodger, epoxy bottom. Self tailing winches, current electronics, US documented, recent survey, excellent condition. Berthed on Napa River. Pictures available. Bargain at \$105,000. Call Joe (707) 257-3663 or Joyce (408) 473-5377.

51 FEET & OVER

TOPSAIL SCHOONER. Grand Banks New England. 60' overall, 42' on deck. 106 hp diesel, rebuilt. New interior, 3 burner w/ oven LPG, sleeps 8, 2 fiberglass dinghies, 1 outboard motor, 2 canvas sun awnings, very sound vessel, additional equipment. \$69,000. (714) 646-4562.



SAN JOSE SAILING CLUB

For trailerable & cruising sailboats 20-40 feet, and dinghies too. Bay, lake, Delta and ocean outings. Improve sailing and racing skills. Learn boating safety. Learn to maintain and upgrade your boat and equipment. Low dues. (408) 978-0420 sjclub@aol.com

MARINE ENGINE CO.

Complete Engine Services • Gas & Diesel
30 Years Experience • Reasonable Rates
Tune-Ups • Oil Changes • Engine Rebuilding, etc.
(415) 332-0455

JOIN the NEPTUNE SOCIETY of NORTHERN CALIFORNIA

1-800-445-3551
For simple cremation services.
Free phone consultation.

ROWING SHELLS

America's Finest Open Water Single Sculls
MAAS Rowing Shells • 510/232-1612

YACHT DELIVERY

... and pilotage services by professional captain lic. to 350 tons.
More than 200,000 miles experience worldwide, sail and power.
Specializing Alaska to Panama, Caribbean and Mediterranean.
Owners welcome. Stan Gauthier, Victoria, fax/phone 604-954-0427.

WOODRUM MARINE

Specializing in custom interior
cabinetry. Tables, cabinets, countertops,
decks, cabinsoles, for power or sail.

complete mobile shop

call Lon Woodrum at:
415-332-5970

56-FT LOD, 66-FT LOA STEEL KETCH motor-sailer. If you're looking for safety, comfort and affordability, this is it. Perfect for cruising, liveaboard, charter. Fully equipped, even sonar. Bristol, ready to go. Shipyard built. Seeing is believing. \$210,000. (360) 378-3290.

65-FT FREEDOM. 3 masted schooner built for the 1981 Whitbread Race. Beam 17.9, draft 7.4, new keel & 200 hp Volvo Penta. New paint. Refitting not complete. \$150,000. (510) 620-0642.

57-FT COLD MOLDED ROBERTS motorsailer. Excellent liveaboard with business opportunity. Beautiful Monterey Bay location. Will go quick at \$85,000. Call for details (408) 464-0411.

60-FT ALDEN SCHOONER, 1928. Bermuda Race. Pacific cruiser last 10 years. Strong, no hog, 12 sails 1988, always covered. Lot time Perkins 236. Restoration project, owner participation negotiable. Located Honolulu. Call (707) 258-8514.

52-FT LOA GAFF KETCH, PILOTHOUSE. 41' LOD. 40 hp Northern Lights diesel, 1 1/2 mahogany planks on 2 x 3 oak frames on 9" centers. Launched 1977. Hydraulic steering. Gene (510) 865-7366.

52-FT CHEOY LEE MOTORSAILER, 1981. Twin engine Ford diesel, long range. Large pilothouse, spacious accommodations. Aluminum spars, roller furling main and jib. Located Oregon. \$250,000. Picture in June issue *Latitude 38*, page 228. (541) 888-8869. If no answer (916) 796-3100.

FORCE 50 (57-FT LOA). Roomy liveaboard/cruiser. 2 stations, 3 staterooms, 2 room salon plus workshop area. Heavy glass hull. All furling sails, watermaker, inverter, spares, etc. Some trades or financing possible. \$129,000 obo. Roger Perry (415) 331-8000.

CLASSICS

50-FT, CAPRICE, LAPWORTH 50, very, fast beautiful wood classic recent multiple race winner; full electronics plus Ham. New rid sails, etc. Extensive gear, spares. Cheoy Lee built. Teak, mahogany, apeton. Elegant interior, excellent condition, cruise ready estate sale. \$95,000 obo. (510) 521-1667.

RARE OPPORTUNITY to buy a gem. Custom built in 1991 (by naval architect/boat builder). Strip-planked & epoxy 20' sloop. Marconi rigged. Designed in 1934 by A. Buchanan. Single cylinder diesel engine with very low hours. Must sell immediately for \$25,000 or best offer. For further information & photos call (415) 668-8161.

36-FT STEVENS SEDAN, 1949. Cedar on oak, brass fastened, bottom good. Cabin fair, shower, galley, V-berth, salon, engines dead, looks good, fireplace. \$4,500. Mike (510) 684-3458.

SUNSET CLASS AUX CUTTER, 1937. *Pinafore II*, 34', hull #1. Built in Oakland by J.B. Dewitt. Mahogany over oak, teak cockpit. All original, classic lines. 3rd owner, 6 sails, Atomic 4. Needs haul-out/work. Sacrifice \$2,750 or possible partnership. John (510) 505-9815.

MULTIHULLS

42-FT WHARRAMSAILING CATAMARAN. Built 1990, refitted 1994. Solar - 3 panel, 60 watt @. Hot/cold water, 2 burner stove, heater, all propane. GPS, VHF, Signet, autopilot, outboard. \$49,000. Maurice Yudin, General Delivery, Arcata, CA 95521.

24 PIVER. Fast, fun, agile, pocket cruiser ready in San Carlos, Sea of Cortez, Mexico. Sailed from CA Class of '94. Well maintained, easy maintenance, solar powered, VHF, tiller master, new main. \$5,000. 9' Avon, Johnson 4, \$1,500. (520) 282-6715.

GEMINI 3200 CAT, 1993. Yanmar diesel, 3 double berths, propane frig/stove/shower. 2,000 watt inverter. 18 inch draft with centerboards raised. Fast, fun, roomy. \$94,000. CA (503) 285-4186 for inventory.

PIVER 35. Heavy rig, full keel, 42" draft. 5 sets sails, VHF, GPS, autopilot, depthsounder, Avon Survival Raft, 16 hp Volvo diesel. \$20,000. (619) 641-0871.

SEA SPRAY 15.5-FT CATAMARAN. Super fast 1 or 2 man cat. Colored sails, yellow hulls, proven race winner. Lightweight. Out-tacks Hobies, fun, fast, easy to sail. Sac. \$850. Brad (415) 548-1225 or (415) 572-8496.

18-FT BI-PLANE CATAMARAN, powered by 2 windsurfer sails. Center cockpit, motormount, demountable. Illness forces sale. Sorry, no free rides. San Rafael berth. \$40/mo. \$600 obo. (415) 383-0925.

BEAUTIFUL 38-FT CUSTOM cruising catamaran in Sausalito. Seeking 1/3 equity partners. \$45,000 per partner. Financing available. Fast, spacious and great interior layout. 3 years young. Great opportunity to share in modern multihull for low cost. (415) 331-8730 for details.

HOBIE 16 & 17 SPORT. Both brand new, never sailed, with warranties. Both boats were dealers showroom boats, sails never raised. \$5,250 & \$6,800 (\$6,395 & \$7,895 list). Galvanized trailer (new) \$700. Looking for small boats for summer youth sailing program. Eureka (707) 444-3048.

31-FT TRIMARAN. 22' beam, high performance ultralight. Foam sandwich construction. Faster and lighter than the F-31 Cosair or Antrim 31. 85% finished. \$25,000 obo. (408) 423-6000 or (916) 544-8226.

30-FT PIVER TRIMARAN. Sloop rig. Professionally built in 1970 by Richmond Boatworks. Honda 10 hp outboard. 2 Jibs, Genoa, Spinnaker & Mainsail. Outstanding Bay sailer, ready to sail. Sacrifice for \$8,500. Lv msg for Dean (707) 553-8961.

26-FT PIVER TRIMARAN. Propane stove, head, sink, 9.9 hp outboard. Includes Sabot dinghy. \$1,200 obo. (916) 806-4282.

TRIMARAN, 31-FT BROWN SEARUNNER. Job relocation forces sale! Sloop w/7 sails. 15 hp Evinrude. New paint, new electrical system. Lots more! Propane galley, Porta-Potti. Great for family. Fast, fun and safe! Ready to go! \$15,000. Call (510) 458-6560. (510) 458-1049 message. (408) 442-2038.

POWER & HOUSEBOATS

38-FT HUNTER FLYBRIDGE CABIN CRUISER, 1959. Liveaboard or fish in spacious comfort. T-255 hp Mercs, 6.5 KW Genset, Haul-out 5/96, fresh paint: bottom, hull, topsides. Mahogany on oak. A wood lover's dream in excellent condition. Sausalito berth. \$39,000. (415) 331-6857.

36-FT TROJAN SPORTFISHER. Slip in Moss Landing. Needs some engine and cosmetic work. Great liveaboard now. Any reasonable offer considered. Must sell. Call Robyn or Mark at (408) 477-9175.

3 PROJECT BOATS! Captains Gig 36', 1944 model diesel engine, \$2,900. 30' Cabin cruiser, 1962 model twin engines, \$1,900. Alaskan fishing boat 30', diesel engine, 1962 model, \$2,900. All boats are currently dry docked in Sacramento. Call Patrick (916) 338-3633.

27-FT OWENS, 1964. Classic mahogany, lapstrake, cabin cruiser. Immaculate condition throughout. Always in covered berth. 351cc Cleveland with 250 hrs in excellent condition. Recently hauled & painted. Looks great. Reliable, needs little or no maintenance. Baby on the way — must sell. \$12,000 obo. Call for photos & more info. (415) 668-8161.

26-FT SEA RAY, 1979. Excellent condition, Mercruiser 260, low hrs, Fish finder, VHF, shore power, trim tabs, full canvas, Calkens trailer. \$12,500. (916) 756-2233.

STEPHENS 42, 1961. Cabin cruiser. Great liveaboard, new engines and transmissions 1995, with all new electrical. New carpet, recent haulout and bottom work. 1996 survey. Must sacrifice, leaving area. \$22,500 obo. Dale (510) 769-7916.

20-FT SUCCESS CUDDY CABIN, 1985. 140 hp, Mercury inboard/outboard, recent overhaul, receipts. New bottom paint. mooring cover, low hours, new Karavan Gala trailer. \$6,000. (510) 741-7163.

44-FT MARINE TRADER TRAWLER, 1977. Fiberglass hull & deck, single Lehman 120 hp diesel, huge fuel and water capacity. Two steering stations, well-equipped kitchen, two heads, swim platform, sailing dinghy, bimini cover and much more. \$49,500. (415) 453-2583.

1911 LAKE UNION DREAMBOAT. Completely remodeled as liveaboard, including custom teak cabinetry, full epoxy bottom, enclosed aft deck, 1 double & 2 single beds. Asking \$35,000 obo. Over twice that invested. Must see to fully appreciated. Judy (415) 331-8951 or (415) 331-8926.

48-FT FLOATHOUSE, La Paz Bay (Baja). Ferrocement, ex-ketch, great views, quiet, cheap living, spacious deck/storage, beautiful mahogany below, 2 queen beds, 12v system, solar panel. Propane stove, oven and refer. 13 x 30 shade, mooring, marine radio, extras incl. \$8,000 obo. Call (in CA) (707) 528-8816.

PARTNERSHIPS

46-FT SAILBOAT, 1/4 EQUITY PARTNERSHIP, Bristol condition, well equipped offshore boat or great overnight Bay boat, with classic lines. Join well established partnership & enjoy exploring the many shores of Northern California (415) 552-6954; fax (415) 552-6954.

RANGER 33, brand new rigging, furling, diesel, VHF, autopilot, head, electrical, cushions. Everything else good shape. I travel constantly. Want equity eventually, monthly fee \$250 OK now. Experienced only! Alameda berth. Great flexible opportunity. Call Connie for details (510) 522-7963; escapartst@aol.com.

WYLIECAT 30, HULL #3. Now under construction in Santa Cruz. Designed by Tom Wylie, built by Ron Moore, this light displacement, high performance, cat rigged boat is incredibly fun and easy to sail, cruise or race. Built with modern, high quality materials, the unstayed carbon-fiber mast automatically de-powers its large mainsail, as the wind builds. New boat cost approximately \$65,000. Equity or non-equity partnerships, 1/3 or 1/4 interest, terms flexible. Based in Point Richmond. Experienced sailors only. Steve. (510) 521-7730.

BEAUTIFUL 38-FT CUSTOM cruising catamaran in Sausalito. Seeking 1/3 equity partners. \$45,000 per partner. Financing available. Fast, spacious and great interior layout. 3 years young. Great opportunity to share in modern multihull for low cost. (415) 331-8730 for details.

I'M LOOKING FOR 1/8, OR SO, EQUITY interest in 27' - 30' comfortable boat berthed in Sausalito, Tiburon or SF Marina Green. I'm an experienced, friendly sailor who has other boats. Let's talk. Whitt (415) 928-7398.

SEAL'S SPARS & RIGGING

Has the expertise . . . Since 1969 specializing in quality Masts, Booms and Parts for "Plastic Classics" ('60s & '70s Fiberglass Sailboats). We have built hundreds of aluminum masts and booms and stock many parts, available nowhere else. Steve Seal (rigger for Cal & Columbia '63 - '69) 510-521-7730



Fred Andersen Boat & Woodworks

REPAIR,
RESTORATION &
NEW CONSTRUCTION
(510) 522-2705

MARINE DIESEL ENGINE SEMINAR

Learn how to operate, maintain, and repair your diesel engine. Get hands-on experience adjusting valves, timing an engine, bleeding the fuel system, diagnosing problems and making repairs. Programs held on Saturdays. For more information, phone Technical Education Institute, (415) 332-7544



BOAT LETTERING

Beautiful, long lasting & reasonably priced. Call for our convenient order form. (510) 232-5395

HAWAII — SAMOA — TONGA — FIJI

Ocean Wilderness Expeditions

Now booking crew berths on South Pacific Voyage aboard new 50-foot steel Giles designed cutter. Adventure sailing to remote South Sea Islands. Increase your offshore sailing skills and confidence. 1-800-790-1122

RICHARDSON BAY DIVE SERVICE

Brian Ruth • (415) 331-0569
P.O. Box 776, Sausalito, CA 94966
Props / Zincs • Construction • Hulls Cleaned
Salvage • Surveys • Search / Recovery



ERICSON 30. Excellent condition, berthed in Sausalito. Roller furling jib, VHF, DS, tiller, Atomic 4, 6' head room, Loran, new bottom paint, oven. \$175 per mo. Lynda (415) 354-5321.

C&C 29. Half ownership for sale. Partner has left area. Accepting best offer in well-built nice looking sailboat. New bottom, well equipped, Alameda berth. Great opportunity for right person. John (510) 521-6714.

MORGAN 38 PARTNERSHIP. One week per month available. San Francisco Pier-39 location. Sloop rig with diesel auxiliary. Excellent condition. Fully equipped for Bay or ocean cruising. Experienced sailors. \$300/ month includes all maintenance. Security deposit required. (415) 328-2408.

COLUMBIA 26 MK II. Seeking partner to share 1/2 equity for \$2,500. Paradise Cay berth in Tiburon. Boat is in good shape. Rob (415) 924-7586.

WANTED: NON-EQUITY PARTNERSHIP in sailboat. Numerous requests. 27' plus, diesel power, wheel steering, berthed in or near SF. Craig (415) 252-9088 or W (415) 553-8953.

TRADE

TRADE: 40 ACRES, MT. SHASTA/WEED, Calif. area for 1980 or newer 45' - 55' PH Ketch, steel or fiberglass with aluminum masts. (360) 479-4267 leave message.

WANTED

31-40-FT high quality solid glass blue watercruiser. Cash buyer seeks motivated seller. Prefer West Coast. All considered. Needing some work OK. No brokers please. Contact: Skipper, P.O. Box 2905, Sausalito, CA 94966.

DEPRIVED TEENAGER looking for extremely inexpensive used mast for Starboat. If you have any information, please contact Matt at (916) 468-2311.

WANTED: VOLVO MD3B with transmission Dead or Alive, radar system, SSB, Autohelm 4000 or parts, 406 EPIRB, spinnaker & sails for 39' mast. (970) 663-9259.

WANTED: BOAT BUILDING SUPPLIES, structural foam, balsa, epoxy, tri/bi axial roving glass, okume/luan plywood, deck, rigging, head and galley hardware, diesel auxiliary power unit, watermaker, white linear polyurethane, electronics. Call (541) 664-2511 or fax list (541) 779-4104 Attn: Duncan.

WANTED: Inexpensive, complete roller furling set up suitable for Ranger 23, tall rig. Headstay wire is 3/16", mast is 30 feet. (408) 297-6275.

WANTED: LIVEBOARD POWERBOAT, 42' or bigger. Will consider anything that is fiberglass, has two staterooms and is clean and running. (415) 331-8576 eves.

DONATIONS WANTED. 26' to 34' fiberglass sloop in excellent condition for training/cruising for disabled sailors. Also, 35' to 40' catamaran with excellent hull for modification to fully wheelchair accessible vessel. BAADS, Bay Area Association of Disabled Sailors. Donations are tax-deductible. (415) 281-0212.

WANTED: PACIFIC RIM CHARTS & C-MAPS. Australia, Melanesia, Micronesia, Philippines, Japan, Aleutians. Also want 60s & 70s music cassettes. (510) 234-8903.

WANTED: 47' Formosa/Puvleux. Teak deck preferred. Ketch or cutter. Cash offer for serious seller. (415) 331-2838.

NONSUCH 25 OR 30 ULTRA MODEL WANTED. Experienced and responsible sailor will consider full ownership or partnership possibilities. (510) 525-1878.

USED GEAR

PERSONAL EQUIPMENT AT BARGAIN PRICES: Foul weather gear, two complete suits, \$60 each. Safety harness, two, \$15 each. Boots, two pair, \$12 each. Avon 9' with air pump and oars, \$285. Flotation vests, 5, \$7.50 each. Flotation coats, 5, \$45 each. Bosun chair, \$40. Dishes, set, \$15. Pots and pans, set, \$20. Mattress cover, blankets and sleeping bag for V-berth, \$45. Heat lamp, \$12. 12 volt portable fan, \$12. 12 volt portable water pump, \$25. Sea anchor \$10. Lead line with fathometer, \$10. Monkey's fist heaving line, \$7.50. Parallel ruler and P-51 course protractor, \$15. Misc. marine hardware, mostly stainless. Mike (415) 664-7777.

NISSAN 8 HP OUTBOARD. 2 yrs old, only 10 engine hours. 90% fresh water used. Factory serviced. All records. Clean and tuned. Accessories, tool kit, tank, mufflers & manual. As new. \$900. Call Joe (415) 437-2906. Lv msg.

NEW ELECTRIC MUIR COUGAR horizontal windlass, 5/16 Gypsy, \$1,800. 10' hard dinghy, \$500. 150' 3/8 BBB chain, \$200. Wanted: Bruce anchor 33 or 44. (510) 769-9350.

NEW JIB, 'LUCAS', Luff: 41' 10", Leech: 15' 10", foot: 37", one reef 5/8", broker \$900, to you \$700. New Injector 'Bosch' #KBL87578/4, \$165. (408) 245-1440.

CHRYSLER NISSAN MD 33 DIESEL engine and transmission. Ran great until crank and bearings scoured. Good for parts or rebuild. Parts will fit 4 or 6 cyl. Asking \$595. (916) 923-6054.

AT&T HI-SEAS DIRECT MODULE with handset. Connects to SSB radio. Call directly to home or business without operator assistance. Still under warranty - hardly used. Asking \$795. Jerry (415) 898-3986.

YANMAR ALTERNATOR AND FOLDING bikes. Nearly new Yanmar 80 amp alternator, used 100 hours, \$200. Two German folding bicycles, ideal for cruising, never used, \$350 takes both. Call Martin (415) 941-4933 evenings.

MWM MARINIZED DIESEL (40.5 hp) with twin disc. PTO under 1000 hrs. Fresh water cooled, excellent condition, \$1,500 obo. (415) 674-9385.

WINDVANE, FLEMING MAJOR. Will handle up to 60 foot boat, wheel or tiller. Complete with manual, two windvanes, wheel drum, control lines & blocks. Half price of new Monitor! \$1,750. Near new condition. (916) 836-2360.

VOLVO PENTA MD3B w/ trans (1976), \$1,600. Atomic Four (early series) rebuilt w/ trans, \$900. Atomic Two (parts engine) w/ trans, \$175. (408) 464-9858.

SSB / HAM MARINE RADIO, 150 watts, 5 yr factory warranty, new (factory fresh). Radio has remote head capability, 644 pre-programmed frequencies, 100 user programmable, telex, we fax, built in USA. Outstanding/ best buy form *Practical Sailor*. \$1,395. Matching tuner also available. (206) 451-7413.

ARIES WINDVANE & SPARES, \$1,300. Avon 3.10 RIB ('88) & 10 hp Honda ('92), \$1,500. Tow generator, \$450. Wind generator, \$450. Pur 35 watermaker & cruising kit, \$1,200. 2 M75 Siemens panels & regulator, \$450. Bruce 20 kg anchor & 280' 3/8" proof coil, \$700. Yacsu 757 GX (not working) & MFJ deluxe tuner, \$450. Approx 300 charts, circumnav & assorted guides, \$700. Class B EPIRB, \$125. 50 amp marine transformer, 110 - 240, \$200. All prices USD. (604) 477-9371.

SEAGULL 6 HP KINGFISHER OUTBOARD. CD ignition, remote tank, 20 hours. This motor fits the well of an IF and drives the boat at hull speed. Unlike the old Seagulls, it starts every time and runs like a clock. \$750. (510) 521-3939.

DAVITS by Bremer. Cast aluminum with fittings and gripes. Reach 32", lift 24". \$275. (510) 254-5468.

ONE CYLINDER FARYMAN DIESEL. Rated 12 hp. Recently overhauled, new prop. Dependable, crankable. \$1,500. (415) 924-6680.

Give us a Break!
TYPE
your ad if possible.



25'-30' SAILBOAT TRAILER/TRAIL-RITE 10,000 lb. G.V.W., 6 adjustable stands, tandem axle, 4-wheel hydraulic brakes w/ washouts, trailer and wheels hot dipped galv. Brand new. \$5,500. (707) 542-7245.

LEHMAN 4D254 W/2-1 HYD GB, 300 hrs, \$3,500. Perkins 4-107 w/ 2-1 Hyd GB, 20 hrs, \$3,200. 35' steel sailboat 1/2 comp., \$2,000. 1915 WD fantail fishboat, needs TLC, \$200. 43 34-lb lead ingots, \$0.50/ lb. 40' blank alum mast, \$400. 24' bronze spoke wheel, \$100. 2 Electrasan tanks, \$100 ea. 1 Raritan elect head system comp, \$200. 1 4-blade 24/20RH 1 3/4 Columbia, new, \$600. Misc anchors, shafting, props, tumblers, etc. etc. Just ask. Johnny (415) 824-8597.

MISCELLANEOUS

FOR SALE: SEVERAL FOLDING BIKES, good for boat, RV, car trunk or commute. Bart legal anytime. Small wheels to full size. 3 to 10 speed. \$75 - \$175. Also frames only & custom work. (510) 741-8288.

REPAIR & RESTITCH YOUR SAILS. Commercial zip-zag sewing machine, "Brother" model TZ1-B652. Like new. \$650 obo. (510) 568-5529 or (510) 782-9300.

PC FOR SALE. Moved aboard, no room. 1 year old 486DX4/100, 840MB hard drive, 12MB RAM, 14.4 fax/modem, CD-ROM, Soundblaster, speakers, 2 joysticks, SVGA, 2 floppy drives. Faster than some Pentiums. \$1,400. Rick (510) 523-1460 evenings.

CLUBS / MEMBERSHIPS

SAIL-SERVICE-SOCIALIZE. San Francisco Bay Oceanic Crew Group invites skippers, crew and apprentices to join one of San Francisco Bay's most active sailing groups. Participate in service, skill-improvement sails and fun sails. For more information call (415) 979-4866.

BARBARY COAST BOATING CLUB, Northern California's gay boating club, now in its 14th year, with monthly meetings and water events. Sail and power boaters welcome. Call our voice mail at (415) 905-6267 for more details.

CAL SAILING CLUB offers Race Associate Membership for \$50 to those sailors in need of a club sponsorship for participation in YRA/SRBA and class racing events. Call (415) 388-5116.

CLUB NAUTIQUE UNLIMITED COUPLE membership. \$4,755 value for only \$3,800. Outstanding sailing instruction at all levels. Dedicated and fun instructors. Large fleet of new, clean, very well maintained boats in Alameda and Sausalito. Call Sterling (415) 460-1888.



MARINE RECYCLE HAS USED BOAT STUFF!

Masts, booms, sails, rigging, winches, cleats, blocks, anchors, chain, line, gauges, deck hardware, outboard motors, heat exchangers, thru-hull fittings, exhaust manifolds/mufflers, electronics, bow-stern pulpits, swim platforms, stoves, sinks, portholes, dsl heaters, 12 v fridges. Much more! (415) 332-3774.

MARIN MARINE REPAIR

General maintenance & repair.

Teak decks re-cut and caulked, glass gel & non-skid repair, equipment installed.

Retired builder. (415) 383-6606

ATLANTIC SAIL TRADERS

BUY • SELL • TRADE • NEW • USED SAILS — Now offering top quality custom made new sails. Guaranteed lowest prices. New or used! Satisfaction guaranteed. Also, Roller Furling systems. We pay cash for your surplus sails. 1-800-WIND-800. Our 10th anniversary! (941) 351-6023 • Fax (941) 957-1391 • 2062 Harvard St., Sarasota, FL 34237.

SURPLUS BOTTOM BOAT PAINT

Hard red vinyl anti-fouling paint. Mfg. Wooley. 72% copper.

Reg. price: \$180/gal. Our price \$50/gal.

Also black vinyl and other mfg. available. Ablading paint, 50% copper, \$50/gal.

Primer & other epoxies. \$10-\$15/gal. Polyurethane. \$20/gal. (415) 588-4678



RO, RO, RO Your Boat

Cut through the hype and hassle of sizing, selecting, installing and operating a Reverse Osmosis water maker on your boat. Rick Muething, Consulting Engineer. Ph: (510) 248-0787 • Fax: (510) 248-0142 • e-mail: 71562.3207@compuserve.com

REFER MADNESS

Marine Refrigeration: • performance testing • refitting & repair
• new systems • ice box repair & new construction
• electrical & plumbing also done

Theodore S. Neher • 764-0186 • EPA certification #6216 • Chill Out!

CLUB NAUTIQUE unlimited family membership. \$4,425 value asking \$3,000 or best offer. Includes full training and certification, beginner to advanced. Reciprocal club privileges. Active cruising/social calendar. 45 boats at Alameda and Sausalito. Call (415) 398-4040 days; (510) 932-3847 eves.

SINGLES OCEANSIDE SAIL CLUB. General meetings held second Tuesday of each month at 7 pm at the Jolly Roger. We sail every Sunday 11 to 3:30, have Happy Hours, Harbor Walks, Raft-ups, dock parties, races, annual events and more. (800) 289-3661.

LET'S GO SAILING!!! How? Come and meet us. We are the Sailing Network where skipper and crew can make connections for day sails, raft-ups and socials. Any experience level ok. Where? July 14, Metropolitan Yacht Club, Oakland. Social 6 pm, meeting 7 pm. Call (510) 226-6972 leave a message for directions and information or come and join us July 27 for a picnic at Coyote Point Park, San Mateo. Call (510) 226-6972 or (510) 769-9350.

NON-PROFIT

DONATE YOUR BOAT! Tax deductible JSU sailing team needs the donation of your power or sailboat to support our plans to vanquish Cal and Stanford and go on to the nationals. Fast processing and free delivery. Call Sam at 415-962-9488.

BOATS FOR SALE. Sailboats & powerboats. All makes and models priced to sell. (510) 464-4617.

BASIC & ADVANCE COASTAL NAV: Conducted by US Coast Guard auxiliary. Beginning September 2 (10 lessons) 7:30 - 9:30 pm Mondays, \$50. *Basic Boating & Seamanship Course:* September 3 - October 17th, 7:30 - 9:30 pm, Tuesdays & Thursdays, Yerba Buena Island (between SF and Oakland), \$25 includes texts. Please call Kay (510) 531-6537 for information.

BAADS, the Bay Area Association of Disabled Sailors offers safe, exciting recreational opportunities on San Francisco Bay for physically disabled sailors and able-bodied volunteers. No sailing experience necessary; adaptive equipment available. Cash and other tax deductible donations welcome. (415) 281-0212.

IRS TAX DEDUCTION. We need your help! By donating your boat in any condition you will help homeless children and their families. Get full book value, running or not. Call now for more info. (800) 414-HAUL (4285).

BERTHS & SLIPS

GREAT LOCATION! 50' BERTH for rent, Emery Cove Marina, Emeryville. Immediate occupancy, \$225/ mo. (510) 462-6179.

CONDO SLIP 36' X 14' for \$20,500. Located at the Portobello Marina on the Oakland Estuary next to Channel 2 TV. In the long run, ownership is cheaper than renting. Call for details (408) 255-9714 or (510) 655-4123.

35-FT SLIP, GAS HOUSE COVE. Available mid-July. Very desirable location near Marina Green, restaurants & stores. Secure, well-lit dock, hook-ups, easy access, parking. \$250/ mo. or \$700/ 3 mos. Call now! (415) 789-8521.

30-FT SF MARINA GREEN BERTH for up to 6 months, possibly longer. Approx \$160/ mo. Great access to the Bay and ocean. Call Whitt (415) 928-7398.

CREW

SINGLE SAILORS ASSOCIATION is growing. Join in the fun. Many opportunities to sail and learn. Beginners welcome. Our members enjoy cruising, racing, socials and other activities year-round. For information call: (510) 273-9763. Singles only, please.

'96 BAJA HA-HA AND BEYOND. Experienced sailor with lavishly outfitted cutter, seeks knowledgeable blue water crew. Intention is to cruise Mexican Riviera this winter. Cruise Costa Rica, Panama in spring; and on to Trinidad and Venezuela during hurricane season; Caribbean after that! Non smokers, willing to share modest expenses only, please. Reply with background info to: Box 132, 2907 Shelter Island Drive, Suite 105, San Diego, CA 92106.

34-YR-OLD FEMALE, SPANIARD journalist. Willing to sail the world and able to support herself, seeks place aboard well-founded vessel with experienced, adventurous, mellow, literate, financially independent and mechanically capable single captain under 50 years old with offshore experience & good values, headed towards Mexico and beyond this fall. Call (310) 822-3524.

SPORTIVE LADY, fluent in English, non-smoker, looking for holiday cruise on private yacht/crew assistance/hand for sailing. Only serious, well-educated people. Four weeks planning in advance necessary. Call 011-49-40-5116903.

WANTED: ANICE LADY 50+, some sailing experience. Ready to cruise the world. Call and we can talk. (415) 331-5532.

GWM SEEKS CRUISING PARTNER. Decent-looking, down-to-earth guy, 46, ready for open-ended adventure; have good, safe boat, need an honest, bright, masculine, healthy, emotionally and financially stable partner. Offshore/navigation experience a big plus, sense of humor absolutely required. Hope to leave northwest late summer, with no fixed itinerary. No tempers, tobacco, dogma. email: teag@rockisland.com. Call (360) 378-5446.

CAPTAINS, INSTRUCTORS AND CREW. Rendezvous Charters is hiring cooks, ships crew and licensed masters for both the *Brigantine Rendezvous* and *Sea Raven*. Spinnaker Sailing is hiring instructors and captains for charters and lessons. Excellent wages/benefits. Fax resume (415) 543-7405. Call (415) 543-7333.

PACIFIC CUP CREW AVAILABLE. Bay and ocean recreational racer, cruised Mexico and West Coast 2 years, served on SSS & Bama Race committees, electronics repair skills and strong team player. Last minute okay. Save this ad!! Randy (510) 521-0883.

CREW WANTED FOR HAWAII TO SF leg of South Pacific cruise. Leaving Hawaii early September. 42' steel cutter, completely outfitted. Looking for experienced ocean crew or will train experienced sailor looking for passage experience. Send resume via e-mail to Greg Walsh S/V Bravo Charlie, WBP42171@pinoak.com.

DO YOU WANT TO SAIL? Male / female crew members needed to help exercise my Hunter 30, San Francisco Bay. Experience is not necessary. Seniors are especially welcome. Call Bob (209) 795-7554 wkdays, (510) 215-7228, weekends.

CREW AVAILABLE. I was traveling and I missed the Crew List Party. I have plenty of experience and experiences. I'm looking for racing, cruising, daysails or whatever. Will work for fun. Brad (408) 738-1002.

HELP ME EXERCISE MY SLOCUM 43 CUTTER on SF Bay! Sight impaired woman needs skipper, crew for daysails, short cruises and possible Mexico trip, November '96. Experience, references required. Call Johanna at (415) 654-9008 day or evening.

PROPERTY SALE / RENT

80 PRIVATE WOODED ACRES ON BIG LAKE, Northern California, no other homes on lake. Boat onto Fall River. Privacy, hunting, fishing, new modern cabin at water with views of Shasta and Lassen. \$425,000. Call Pat (916) 335-3636 or Al (415) 604-1108.

ORCAS ISLAND, SAN JUAN ISLANDS, Washington. Westsound waterfront property, deepwater moorage, dock, pocket beach, protected waters, sunsets. Accommodates 6 people. \$1,400/week, \$1,000 off season, cabin only \$95/ day. Also looking for year-round tenant. (360) 376-5284.

BEACHFRONT RETIREMENT HOME w/ private dock in Eureka, Northern California. Watch ocean vessels coming and going in Humboldt Bay from living room window. Remodeled kitchen and bath. 2BR. Shop overlooks canal. Storage shed. Good sailing, clamming, crabbing, salmon fishing, garden. \$90,000 (707) 445-9054.

36' X 14' CONDO SLIP FOR \$20,500. Located at the Portobello Marina on the Oakland Estuary next to Channel 2 TV. Call for details (510) 655-4123 or (408) 255-9714. In the long run ownership is cheaper than renting.

BODEGA BAY HOME zoned 'Commercial-Fish'. Across from Spud Point Marina. Features 2 bedrooms + office and 2 baths, 2 car garage. Possible business opportunity. Only \$179,000. Ask for Joan or Betti, agents (800) 622-0943.

HISTORICAL OLD TOWN BODEGA BAY. Completely remodeled 3 bedroom, 2 bath cottage with Bay views offered at \$179,900. 3 bedroom, 1 bath home with 1 bedroom, 1 bath granny unit. Available for \$239,000. Call (800) 622-0943, agents Betti or Joan.

PETALUMA HOUSE FOR SALE. 2 bed/1 bath + large sun room & lots of storage. Fireplace, remodeled tile kitchen w/skylight & breakfast bar. Sun room can be home office, art studio, hobby shop, playroom, spa room, sewing room, you name it! Attached garage w/automatic opener. Big, well-fenced back yard. Very convenient location between 101 & historic downtown Petaluma. Walk to river, Petaluma Yacht Club, downtown, public pool, library, fairgrounds, stores & restaurants. Easy commute. Price reduced to \$154,900. Call owner at (707) 778-9231 or (415) 383-8200, ext. 103.

MENDOCINO RIVER/MEADOW RANCH. Mountain lodge style home needs completion but very comfortable. 25+ acres plus private access to government land, plus sandy beach on river. Mendocino County, 2 hrs from SFBay. Owner can finance and will consider some trades. Sell interest including the home and 25 acres + (TIC) for \$157,000 or make offer. Roger Perry (415) 331-8000 or (800) 728-7254.

ANCHORAGE WITH BEACH, TOMALES BAY. Blake's Landing (on chart). Private sandy beach extending substantially into Tomales Bay. Beautiful Marshall area on Marin Coast. Not presently buildable for home/septic. \$57,500 obo. Owner will finance. Roger Perry (415) 331-8000.

GUEST STATEROOM FOR RENT: JULY 1. Share rent on large beautiful motor yacht in a gorgeous setting (yacht harbor) in Sausalito. \$400/ month. Call Gordon at (415) 331-3677.

JOBS WANTED

UPGRADE YOUR BOAT NOW. Experienced woodworker will build-in cabinets, bunks, and new stowage. Also replace the dry rot, seal the leaks, and restore weathered surfaces. New finishes applied both interior and exterior. Booking now. Call John Shinnick at (415) 824-1278.

TAKE THE MYSTERY OUT OF MARINE REFRIGERATION

2 tape set - VHS - 3 hrs packed with info: Live Video & Schematics
Plus free computer printers • All only \$59.95
W.A. Young • P.O. Box 7614, Ventura, CA 93006
35 years experience • (805) 458-5077



CUSTOM CRUISING CARDS

Laminated cards with your boat on the front and details on the back.
Call letters, port of call history, home port, etc.
Call 1-800-582-6876 for more info.

PINEAPPLE EXPRESS

Custom Marine Canvas, Upholstery, Cockpit Cushions, Bean Bags, etc.,
using the finest Marine Fabrics & Foam. Made to Last!
Repairs welcome. Satisfaction guaranteed.

Call (707) 763-2520 for a free estimate. M-F 8:30 - 5:00. Weekends by appointment.

QUALITY SAILBOATS NEEDED

... to be placed in sailing school, to be used for sailing lessons only.
From the basics through offshore lessons. Sizes of boats from 27' to 54'
Seawinds Sailing School
Pier 29 • 415-472-5345

WORLDWIDE DIESEL POWER

Volvo & Perkins engines 10 to 85 hp
Rebuilt, guaranteed, ready to ship. Our rebuilt parts and engines represent great value.
Cash paid for your dead iron — basket cases welcome.
phone: (707) 987-3971 • fax: (707) 987-9785

COMPLETE VESSEL MAINTENANCE & REPAIR

Fiberglass, Wood, Steel — Anchors to Zincs, We do it all.
Competitive Prices, Professional Service.
Over 20 years experience, yachts commercial, military — references.
Call Gary (510) 420-6929

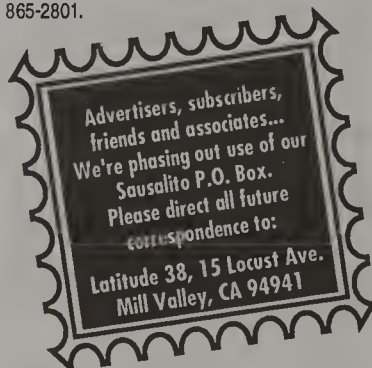
JOB OPPORTUNITIES

CAMP COUNSELOR POSITION: Sailing Education Adventures needs camp counselor for day camp program in San Rafael, August 19 - 30. You'll teach basic sailing to juniors, ages 11 - 16. Must be USSA certified. Call (415) 775-8779 for more information.

CAPTAINS, INSTRUCTORS AND CREW. Rendezvous Charters is hiring cooks, ships crew and licensed masters for both the *Brigantine Rendezvous* and *Sea Raven*. Spinnaker Sailing is hiring instructors and captains for charters and lessons. Excellent wages/benefits. Fax resume (415) 543-7405. Call (415) 543-7333.

SEAMSTRESS WANTED for full-time position, experience preferred. Also needed: sailmaker with experience for full time position. Please call (510) 234-4334.

BOATWRIGHT WANTED. We have a full-time opening for a Sub-Contractor Boatwright. Must have own tools. Should be experienced in all aspects of boat repair. Most of work will be fiberglass & gelcoat. Our shop is located in Alameda, at Grand Marina, in the Boat Yard. Please send resume to Stem to Stem Marine Services, 2021 Alaska Packer Place, Alameda, CA 94501 (510) 865-2801.



BUSINESS OPPORTUNITIES

MARINE SERVICE BUSINESS specializing in design, sales, service, installation of marine refrigeration & air conditioning systems. Serves Chesapeake Bay area. Excellent 10 yr reputation. Strong service and dealership relationships. Great opportunity and location. Gross \$200,000. Call Dodie & Co. (410) 757-8196.

HOME OR BUSINESS OPPORTUNITY. South Oregon const. near Bandon. Historic village, 22 acres with 1350' deep river frontage, mile to ocean, commercial zoning. Home/shop combo. Guest house fixer, two other buildings and marine ways. Prime area. \$180,000. (541) 347-8128.

MINI-LOFT. Sail repair & marine canvas business on beautiful Central Coast. Shop work not limited to marine industry. High growth potential... but owners dream of cruising. Asking \$48,500. (805) 772-0167.

MEXICO CRUISERS!

Latitude 38 is now taking sign-ups for Baja Ha-Ha '96. With 31 entries already, we expect the entry roster to max out well before the starting date, Oct. 28. So don't miss the boat, send us your \$99 entry fee and details on your boat NOW!

MARINE ATTORNEY

Specializing warranty, purchase contracts, sales/use tax, liens, charters, construction/repair, accidents since 1960. Practical Experience Counts; Bay/Ocean Racing/Cruising since 1945. William E. Vaughan, 17 Embarcadero Cove, Oakland, CA 94606. EvStarMar@aol.com (510) 532-1786; FAX 532-3461, MC/Visa OK

BOONE'S BOARD 'N' BEAMS for BOATERS

Mendocino Co. Softwoods and Hardwoods. Douglas Fir, Chinquapin, Tan Oak, Madrone. Custom milled, dried, planed, shaped to your specifications. Ph / fax: Jack Boone 707-459-0730 • Boone Station, Ft. Bragg, Ca 95437



SAN JUAN ISLANDS & BRITISH COLUMBIA

45' Trimaran "Chinook"
Skippered Charters, Customized — Economy to Deluxe
For a Great Time Call (206) 939-8351

A.B.C. YACHT SERVICES — SINCE 1971

Professional Yacht Delivery, Sail or Power
Patient Private Instruction (references)
Capt. Gerry K. Robertson • 100 Ton C.G. #713350
Office 415-789-0465 • Pager 485-4633

SAIL WASHINGTON'S SAN JUAN ISLANDS IN STYLE

Bareboat charter a beautiful Southern Cross 39 from Bellingham. She's comfortable, easy to sail, safe, fast, and extensively equipped. Accommodates seven with two private double cabins. Affordable rates. Call Sonsie (208) 336-7565

STATE YOUR BUSINESS...

For just \$45 per month, this space could be yours! Advertising in our boxed 'Business Classifieds' is an inexpensive and convenient way to reach our readership and increase your business!



EMERYVILLE CITY MARINA

A quick trip to the Bay,
a quick trip from your home.

RECENT UPGRADES AND OFFERINGS:

- ◇ Recently dredged berths and channel
- ◇ FREE utilities
- ◇ FREE launch ramp & fish pier
- ◇ NEW full service chandlery
- ◇ NEW bathroom, shower, laundry facility

Call for competitive rates

EMERYVILLE CITY MARINA

3310 Powell St. exit
off I-80
Emeryville

next door to Hank Schramm's Sportfishing

(510) 596-4340

fax (510) 596-4342



Consider all the features of Emeryville's Design Award-winning Marina. Centrally located for the entire Bay Area with easy driving access by car and quick access to terrific Bay sailing. Check all these features:

- ◇ Phone hook-ups available
- ◇ Dock boxes
- ◇ FREE pump-out station
- ◇ Fuel dock — diesel & gas
- ◇ Ample free parking
- ◇ Excellent security
- ◇ 25'—60' berths
- ◇ Restaurants
- ◇ Sportfishing center
- ◇ City park

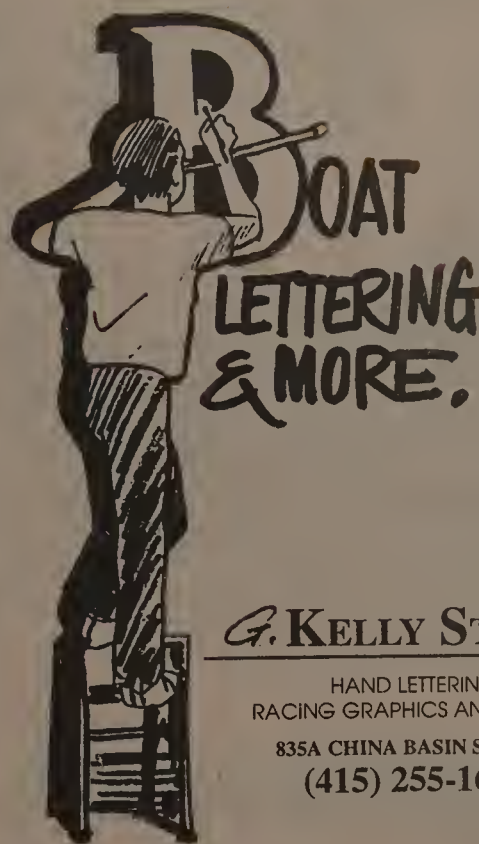
IRS TAX DEDUCTION

**WANTED
ALL
BOATS**

Help homeless children and their families.
High book value for your donation.
Do something good and get a tax break in the process.

CALL: 1-800-344-1186

We Need Your Help
Crisis At Home Intervention Center



G. KELLY STUDIO

HAND LETTERING
RACING GRAPHICS AND STRIPES

835A CHINA BASIN SF 94107
(415) 255-1644

BROMPTON FOLDING BIKE

**FOLDS SMALL
RIDES BIG**

(Suspension system)

Folds in 20 Seconds...Fits in a suitcase!

In an airplane • In your boat • In your car
Commute! Tour! Travel!

Several models to choose from • 3 or 5 speeds!
Many accessories available • Ingenious Design

A Quality Product

Prices from
\$631



MADE IN
ENGLAND

Brochure
available:

C.M. WASSON CO.

USA DISTRIBUTOR

415-321-0808 / 1-800-783-3447

Channeil@aol.com • <http://www.infoservice.com/brompton/>

BROMPTON

FAST SHIPPING!

**1500 SAILS
IN STOCK!**

ALL KINDS
NEW AND USED
FULLY GUARANTEED



- STORM JIBS
- TRYSAILS
- CRUISING SPINNAKERS
- SPINNAKER SOCKS
- MAINS
- GENOAS
- ROLLER FURLERS

The largest selection of Quality Off-The-Shelf Sails available. **FAST AND ECONOMICAL!** Select from our warehouse inventory now. All new sails come with a 2 year written warranty. Used Sails are fully guaranteed for fit and condition. **CALL FOR A FREE CATALOG**

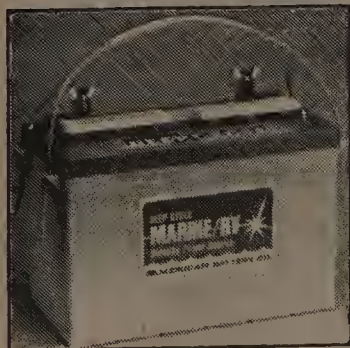
THE SAIL WAREHOUSE



Ph. (408) 646-5346 Fax (408) 646-5958



HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine chandleries and service distributors:

Cruising Seas Services, Benicia
Bay Ship & Yacht, Richmond
Nautilus Marine, Isleton
Mariner Boat Works, Alameda
Neville Marine Electric, Alameda
Svendsen's Chandlerly, Alameda
Proper-Tighe Marine, Alameda
Star Marine, Alameda
Golden State Diesel Marine, Oakland
Bay Yacht Service, Alameda
Fortman Marina Store, Alameda

AMERICAN BATTERY
Hayward, CA (510) 881-5122

E-Z-JAX®

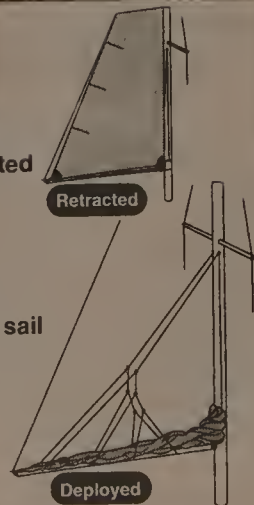
Holds sail neatly on boom when deployed, BUT.. unlike ordinary lazyjacks - the patented E-Z-JAX®System retracts snugly below boom when sailing or docked.

The E-Z-Jax®System:

- ▶ Eliminates sail chafe
- ▶ Avoids sail and sail cover modification
- ▶ Prevents battens catching when raising sail
- ▶ Offers optional cockpit deployment

Rated "Top"-Practical Sailor™

E-Z-JAX SYSTEMS INC.
P.O. BOX 906 Camas, WA 98607
1-800-529-8112





We constantly strive to improve our
Quality, Service & Technology.

All our products are constructed of the highest quality materials with the time and care to insure a long life

PROUD DISTRIBUTORS FOR:

BARRETT BONDED WINDOWS

CUSTOM AQUAMAT CARPETING


400D Harbor Drive, Sausalito, CA (415) 332-3339



"Complete Marine Engine Service"

- We service all makes
- New, used & rebuilt engines
- Dockside facilities
- Mobile service trucks

Open



Perkins

Universal



WESTERBEKE

(415) 332-5478 PO Box 2008, Sausalito, CA 94966

Adjacent to Schoonmaker Pt. Marina



**POWER
& SAIL!**

- HAUL OUT, BOATWASHING, BOTTOM PAINTING
- SURVEYS AND MINOR REPAIRS • COMPLETE BOTTOM CLEANING **WHILE-YOU-WAIT!**

PELI-WASH

415/331/6703

FOOT OF JOHNSON STREET • SAUSALITO • CA • 94965

ADVERTISER'S INDEX

ABC Yachts	222
Alameda Prop & Machine ...	71
Albatross Charters	166
Allemand Bros.	
Boat Repair	213
Allied Ropes Company	16
Almar Marinas	55
Alpha Systems	61
American Battery	211
American Omnitex	68
Anderson's Boat Yard	19
Aquarius Performance Yachts	183
Arena Yacht Sales	30
Armchair Sailor	77
Autohelm	47
Ballena Bay Yacht Brokers .	220

Ballena Isle Marina	18
Ballenger Spars	141
Barnett Yacht Insurance	197
Bay Island Yachts	67
Bay Riggers	60
Bay Ship & Yacht Co.	63
Bay Wind Yacht Sales	221
Bay Yacht Service	64
Beckwith, Craig Yacht Sales	218
Bellhaven Charters	159
Berkeley Marina	130
Berkeley Marine Center	15
Blue Pacific Yacht Charters ..	159
Basun's Charters	159

Bay Scouts -	
Pacific Harbar	218
Bay Scouts - Pacific Skyline	149
Boy Scouts -	
San Francisco	215
Brisbane Marina	131
British Marine	137
Bruna's Island Resort	40
C.M. Wassan Company	211
Cabrilla Yacht Sales	215
Cal Adventures	216
Cal-Marine Electronics	73
Cal State Universitiy	
Monterey Bay	140
California Custom Canvas ..	77

California Maritime Academy	199
Caribbean Yacht Charters	165
Cass' Marina	62
Celestial In A Day	153
Charter "Valkyrien"	168
Chula Vista Marina	144
Cityachts	15
Club Nautique	66, 67
Canch Charters	166
Crisis at Home	
Intervention Center	211
Cruising Cats, USA	43
Dawsan Marine Services	75
De-Bug	15, 159
Defender	119

Desalation Sand Yacht	
Charters	159, 168
Delco	153
DeWitt Studio	198
Diesel Fuel Filtering	119
Diesel Krud Busters	199
Dimen Marine Financing	25
Dawnwind Marine	197
Dri-Diver	75
Eagle Yacht Sales	21
Edgewater Yacht Sales	217
Edinger Marine Service	45
Emercy Cave	
Yacht Harbor	29
Emeryville City Marina	210
Encinal Yacht Club	75
Essex Credit	67
E-Z-Jax Systems	211
Famous Foam Factory	77

TELL 'EM LATITUDE SENT YOU

Tired of the Commute to Your Boat?

CALL ME!!! I'll show you how easy it is to own WATER PROPERTY on SAN FRANCISCO BAY.

Why isn't your boat in your own backyard, tied up at your own dock?

Own a piece of an island with your private dock.

Great life-style? *You bet it is!!!*

CALL ME for exclusive showings of this unique community.



OF THE EASY BAY



RUTH MASONEK
(510) 865-7068
 Fax (510) 865-9816

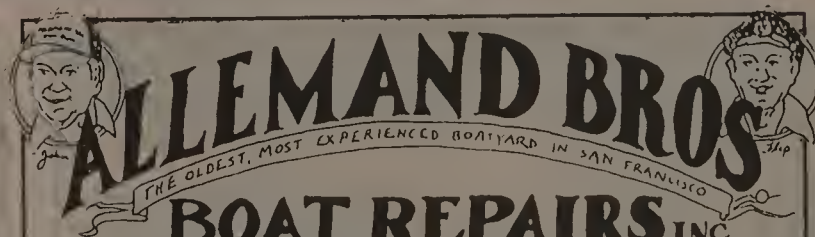
MARINE METALWORK

RAILMAKERS

- Custom Hardtops & Enclosures
- Design, Fabrication & Installation
- Safety Rails & Stanchions
- Radar Mounts & Arches
- 22 Years Experience

1924 Willow St. (at Clement)
 Alameda, CA 94501

(510) 521-8966



- Fair Prices • 24-Hour Security • Quality Guaranteed Work •
 - Marine Ways & Lift ~ Boats to 65-ft. •
 - We Specialize in Wood, Fiberglass and Steel •
- Do-It-Yourselfers Welcome*

(415) 824-8597

"ONE CALL DOES IT ALL"

Forollan Electronics	16	Hansen Rigging	183	Kevin's Quality Marine	198	Moriners Choice	118	North Beach Canvas	198
Forollone Yacht Soles	21	Horken	59	Kilion Praps	122	Moritime Electronics	8	North Soils Son Francisco	9
First New England		Hawaiian Chieftain	166	Kissinger Convos	49	McGinnis Insurance	34	O'Neill Yacht Center	8
Finonciol	12	Haynes Sails	199	Loger Yacht Brokerage	34, 220	Meridion Yacht Soles	131	Oakland Yacht Club	43
Faom Creations	118	Helmur's Marine Service	198	Loke Group	75	Mission Boy Morino	14	OCSC	39
Fartman Marino	10	Hewett Marine	10	Lange, Cecil M. & Son	19	Modern Soiling Academy	83	Outboard Motor Shop	54
G. Kelly Studio	211	Hogin Sails	22	Lorsen Soils	78	Monterey Boy Fiberglass	215	Owl Harbor Marino	49
Gonis Credit Corp.	48	Holiday Charters	168	Latitude 38 Apparel	215	Moorings, The	169	Oyster Cove Morino	46
Genisis Catamorans	49	Hood Soilmakers	56, 57	Leading Edge Sails	10	Nautical Technologies	45	Oyster Point Morino	16
Gentry's Kona Marina	199	Hutchinson Sports	182	Lee Soils	214	Nopa Volley Marina	220	PDQ	49
Gionola & Sons	212	In Harbor Electric	57	Leech & Rudiger Soils	50	Nautar Swon - Pacific		Pacific Coast Canvas	61
Golden State Diesel	123	Interphase	79	List Marine	212	Southwest	71	Pacific Partners	159
Garman, Bill, Yochts	13	Island Girl Products	69	M MacDonald Yacht Brokers ..	217	Noutar Swon -		Passage Yochts	4, 5
GPSC Charters	164	Island Yacht Club	148	Marin Yacht Sales	53	Son Francisco	15	Pelli-Wosh	212
Grand Marina	2	J/World	33	Marina Plaza Yacht Harbor ..	111	Nelson's Marine	224	Penninsula Marine Services ..	43
H.F. Rodio On Board	63	KKMI	112, 113	Marina Village		Non Scents	158	PetroClean	137
H & S Yacht Sales	70	Kappas Marino	214	Yacht Harbor	65	Nar Cal Yochts	35	Petit-Morrey Co.	
Halsey Soilmakers	32	Karmin, Captain Jerrold	149	Moriner Boat Yard	44	Nor Poc Yochts	223	Insurance	149
Handcraft Mattress Co.	214	Kensington Yachts	10, 11						

TELL 'EM LATITUDE SENT YOU

(Index cont. next page)



BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

**Concrete
Dock System**

**Well Maintained
Facilities**

**Beautiful
Surroundings**

- DEEP WATER BERTHS:
BASIN AND CHANNEL
DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND
TOILET FACILITIES
- WITHIN WALKING DISTANCE:
MARKET/DELI
LAUNDROMAT • RESTAURANT
- AT EACH BERTH:
LARGE STORAGE BOX
METERED ELECTRICITY
PHONE HOOK-UPS • WATER

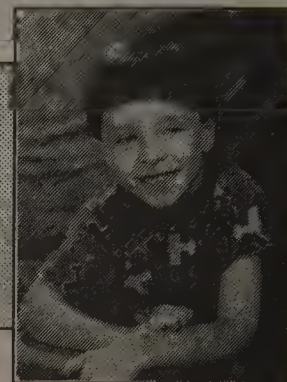


Kappas Marina
100 Gate Six Road
Sausalito, CA 94965
(415) 332-5510



SIERRA CHILDREN'S HOME

**ABUSED
CHILDREN
NEED YOUR
HELP!**



Donate your boat to support

**SIERRA
CHILDREN'S
HOME**

Tax Deductible

1-800-513-6560



CUSTOM INNERSPRING MATTRESSES



CUSTOM COMFORT YOU CAN FEEL!

- Contour Shapes • Angles • V-berths
No Problem!
- Latex Foam Rubber Mattresses
- CUSTOM FITTED:
- Bedsprads • Blankets • Sheets • Mattress Pads
Anything is possible - and we ship anywhere!

With a simple paper template, **HANDCRAFT MATTRESS CO.** can hand-tailor an innerspring mattress to fit ANY shape needed.

FOR MORE INFORMATION OR TO CONTACT A REPRESENTATIVE NEAREST YOU CALL:

SO. CAL. FACTORY: 1-800-241-7751
NO. CAL. REPRESENTATIVE 415-563-1924

**HMC HANDCRAFT
MATTRESS Co.**

601 E. Alton, Santa Ana, Ca 92705



**The Quality and Craftsmanship You Want,
at a Price You Can Afford.**

Today, sails are designed by similar computer programs, and constructed of similar materials. The difference is the quality and craftsmanship and the price you must pay. Lee Sails offers you the best of all.

LEE SAILS

647 Pacific Avenue
Alameda, CA 94501
(510) 523-9011

AD INDEX - cont'd

Pier 39 157
Pineapple Sails 3
Pioneer Marketing 54
Premier Yachts 216
Praper Yachting Imports 136
Prudential, The 141
Pryde, Neil, Sails 50
PUR Watermakers 119
Quantum Sail Design Group 20
Railmakers 213
Realty Executives 213
Richmand Boat Works 42
Richmand Marina Bay 57
Richmand Yacht Service 182
RIP Inc. 122
Ranstam Sailboat & Industrial
Systems 183
Safe Harbor Services 145

SAMS 148
Sail & Life Training 198
Sail California 26,27
Sail Exchange 19
Sail Warehouse, The 211
Sailing Singles 156
Sailrite Kits 137
San Diego Yacht Charters .. 168
San Francisco Boat Works . 199
San Leandra Marina 196
Sausalita Yacht Brokerage . 219
Scanmar Marine Products 76
Schooner Expeditions 168
Schoonmaker Paint Marina 197
Scullian, Jack D., Yacht
Services 73
Seapower 58
Sea Swing Co. 158

Second Life Charters 168
Sheridan House 25
Sierra Children's Home 214
Silver Dolphin Yachts 218
Sabstad Sails 17
Society of Accredited
Marine Surveyors 148
South Beach Harbor 23
South Beach Yacht Club 34
Southwestern Yacht Brokers 217
Sparky Marine Electrics 74
Spartite 75
Spindrift Marina 156
Spinnaker Sailing af
Redwood City 74
Spinnaker Sailing
San Francisco 36
Spinnaker Shap, The 145

Spurs 24
Starbuck Canvas Works 40
Stardust Yacht Charters 169
Stem to Stern 64
Stackdale Marine
& Navigation Center 37
Sunsail Charters 166
Sutter Sails 38
Svendsen's Boat Works 41
Swedish Marine 158
TAP Plastics 145
Tedrick-Higbee 24
The Sailing Life 16
Tinker Marine 45
TMM/Tartala Marine Mgmt
..... 168
Tradewinds Sailing Center 72,73
UK Sailmakers 31

Uni-Salar 131
Valiant Yachts 131
Valleja Marina 57
Vance Marine 24
Vessel Assist 153
Victory Industrial Marine ... 141
Voyager Marine 51
Watermaker Store, The 14
Waypoint 63
West Marine
..... 80,81,82,83,84,85
Westwind Precision Details .. 45
Whale Paint Marine 52
White Designs, Chris 123
Wichard 140
Windtays 14
Wyliecats 20
Yacht 'Bristol Channel Cutter' 216
Yachting Center, The 28
Yachtsaver 196

TELL 'EM LATITUDE SENT YOU



MONTEREY BAY FIBERGLASS

"ITCHING FOR FUN"

Wholesale

no minimum order

Retail

**Complete line of reinforced
plastic materials**

- Resin
- Epoxy's
- Mat. Roving. Cloth

SYSTEM THREE

**Distributor for "Clark" surfboard blanks and
sheet foam. Experienced consulting in all
phases of reinforced plastics.**

**SERVING ALL YOUR NEEDS FROM OUR NEW
EXPANDED FACILITIES:**

**1037 17th Avenue
Santa Cruz, CA 95062
(408) 476-7464**

**314 West Depot
Bingen, WA 98605
(509) 493-3464**

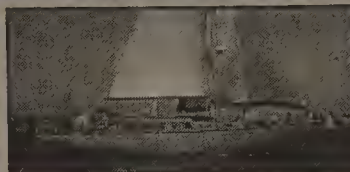


CABRILLO YACHT SALES



"Discover the Difference" • (619) 523-1745

Sun Harbor Marina (next to Fisherman's Landing)
5104 N. Harbor Drive • San Diego, CA 92106 • Fax (619) 523-1746



50' & 38' KETTENBURGS

Beautifully crafted yachts. One is a comfortable cruiser/liveboard, the other a Porsche on the water. Please call for details.



HUDSON FORCE 50

Center cockpit, full canvas, large aft cabin w/shower stall. Ready to cruise in ultimate comfort. Reduced to \$149,900 for quick sale.



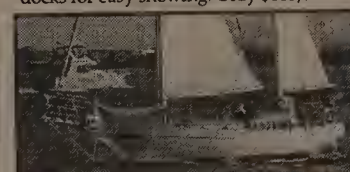
44' CHEOY LEE

Perry design. Ketch rig w/ aluminum sticks. A one owner boat and it shows. At our docks for easy showing. Only \$115,000.



47' RHODES DESIGN PILOTHOUSE

By Astoria Marine of cedar on oak in Oregon. Dual stations for cool wet days. Totally ready to cruise with her new owners.



GARDEN DESIGNS

Two 41' Formosas, a 40' Mariner & a 36' Mariner. These comfortable cruisers are stiff yet sail well in all types of weather.



1989 36' & 1984 38' CATALINAS

Both new to the market and ready for summer fun. Please call today for these and many other recreational sailboats.

JUST LISTED!

46' CAL CUSTOM, ONLY \$89,900
45' C&L EXPLORER, AFT COCKPIT
44' FELLOWS & STEWART, ONLY \$19,900
40' COLUMBIA, CENTERBOARD, MOTIVATED

390 BENETEAU OCEANIS, 1988
32' ISLANDER, PERRY DESIGN, A '10'
31' ERICSON INDEPENDENCE, RARE
23' COMPAC, 1993, TRAILER, ONLY \$18,000



COVER YOUR ASSETS

T-SHIRT COLORS:

Teal • Salmon • Light Blue • Purple
White • Gray Heather

SIZES: L, XL and XXL

SHORTS COLORS:

Dark Blue • Gray Heather

SIZES: M, L and XL

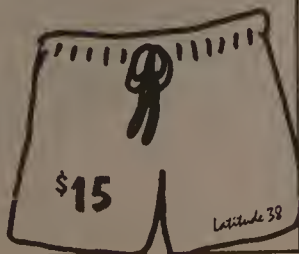
ALSO AVAILABLE: LONG SLEEVE SHIRTS

Salmon; XL Only ~ \$15

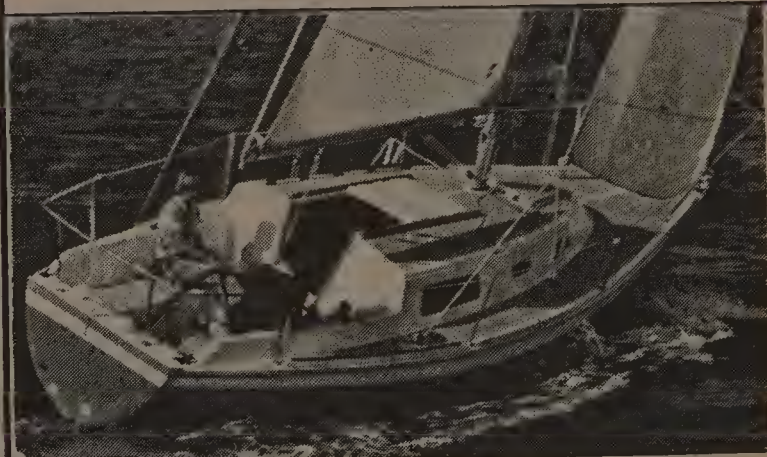
SPECIAL ADDRESS

To order, mail check or money order, including \$3 for shipping and handling (up to 3 pieces) to:

Latitude 38 Apparel
P.O. Box 601, Tiburon, CA 94920



GIVE YOUR BOAT A HOME WITH THE SCOUTS



For more than 60 years we have provided the educational instruction of seamanship and the fun of sailing and motorboating to thousands of Sea Scouts and Boy Scouts during our programs. In order to maintain our programs, additional boats are always needed! If you live in the Northern California area and would like to give your sail or power boat a new home, contact:

Bob Dillard at 1-800-231-7963

San Francisco Bay Area Council • Boy Scouts of America

~ Donations are Tax Deductible ~



The Embarcadero at Pier 40
South Beach Harbor
San Francisco, CA 94107

WAYNE MOSKOW
Broker

PREMIER YACHT SALES

(415) 495-5335

Fax (415) 495-5375

(415) 495-KEEL

Home Page: <http://www.boatnet.com>

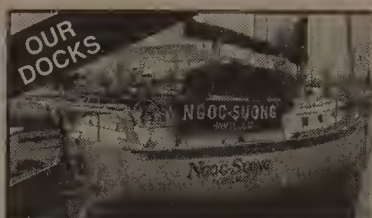
E-Mail: PremierYts@aol.com



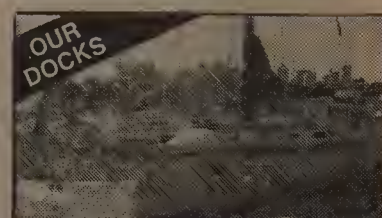
32' Downeast Cutter, '76
Yanmar diesel. Super pocket cruiser, roomy liveboard. Equipped for cruising, dinghy. **\$39,500.**



33' Roughwater Cutter, 1976
Rugged double end cruiser. Westerbeke diesel, radar, Tiller Master, aluminum mast, loaded w/ cruising extras, Bristol and ready to cruise. **\$37,000.**



37' Endeavour Sloop, 1977
Perkins 50hp diesel, equipped. Mid-galley, vane, dodger, roller furling, 5 sails. **\$52,900.**



36' Islander, 1975
Perkins diesel, CNG stove, roller furling, ST winches. **\$33,000. Sistership**



45' Explorer, 1978*
Aft cabin, aft cockpit cruising cutter loaded with cruising gear. **\$119,000.**

SELECTED SAIL

* At Our Docks

SELECTED POWER

* 37' Endeavour, '77 equipd cruiser	52,900	* 60' Stevens Brs. Classic	\$305,000
* 35' Bristol, '78, dsl, RF	45,000	50' Hatteras Convertible, '69 ...	\$149,000
33' Roughwater Cutter, '76	37,000	45' Stephens FB sdn/SF, '69	75,000
* 30' Yamaha, '80	25,000	* 44' Gulfstar MY, '78	144,500
		* 40' Silverton 40X Express, '90 ...	89,000
		* 37' Trojan Express 11M, '85	94,500
		36' Grand Banks, '67	69,000
		* 34' Silverton, '85, flybridge sdn ...	62,000
		* 30' SeaRay Weekender, '87	37,500
		* 10M Cooper Prowler, aft cabin ...	79,500
		* 28' Fairliner, '62, twin 305s	14,000

Search for boats on
Boatnet's multiple listings:
<http://www.boatnet.com>

SAN FRANCISCO BERTHS FOR
SELECTED NEW LISTINGS ~ CALL



70' Schooner Tolofa, 1943
90' overall, 18' beam. New rebuilt 671 Detroit Diesel. US built hull, great accommodations, huge deck spaces. Many upgrades. **Asking \$175,000.**



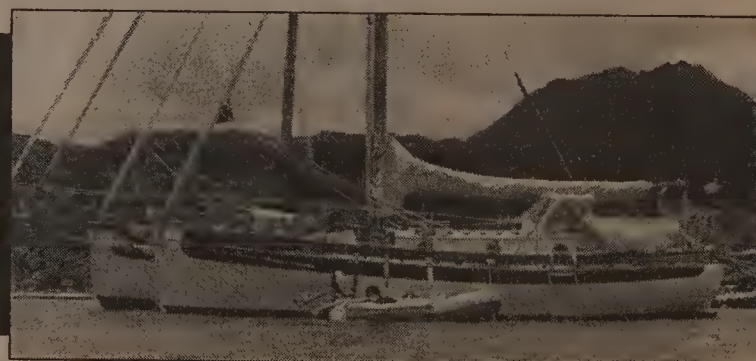
Cal Is Looking
for Your Boat . . .

The UC Department of Athletics and Recreational Sports is seeking motor and sailing vessels for our instructional and recreational programs. Your tax deductible donation will be handled quickly and efficiently. You will be able to quickly eliminate insurance, berthing and advertising fees. Donating your boat to *Cal* will greatly assist us in advancing our many low-cost, high quality programs on the Bay.

**For more information,
Please contact Robert Anderson
510-642-8556**

1990 BRISTOL CHANNEL CUTTER

Ready to Cruise Anywhere North or South
or Cruise Locally and Stay Right Here in Heaven:
Kaneohe Bay, Hawaii



Kam Lin Too

A Lyle Hess designed, Sam L. Morse built, 38' LOA Bristol Channel Cutter. Berthed at Makani Kai Marina, Kaneohe Bay, on the windward side of Oahu, 15 minutes drive from Honolulu. Loaded with gear.

ProFurl • Refrigeration • Monitor Windvane
Furuno Radar • Avon Inflatable and Honda Outboard
Bullet-Proof Anchor System with Windlass • Much More...
Buy Some Food and CRUISE!

These boats are profiled in *Best Boats* and a sistership graces the cover. This boat is in excellent condition, hardly used, and ready to go right now.

\$105,000

1-800-814-0043 or 1-808-595-3193

SOUTHWESTERN

**The Following Boats Are All at
Our Sales Docks in San Diego!**

STEVENS 47

S&S cruising cutter.
1986 3 cabin model.
\$229,000.

C&C 36

Fast racer-cruiser.
1981 in great shape.
\$49,000.

WELLS 36

Cruising ketch.
1962. Built in Hong Kong.
\$29,000.

PRINCESS 36

2-cabin Express.
1991. Built in England.
\$169,000.

BENETEAU 38s5

Absentee ownership.
1992 with 70 hours.
\$115,000.

BENETEAU 351

Oceanis model like new.
1995. Extensive equipment.
\$109,000.

BENETEAU 310

Complete race gear.
1991. All North.
\$59,000.

SEA RAY 42

420 Sundancer.
1990 with twin Cats.
\$189,000.

(It may be worth a quick trip to San Diego)

TWO LOCATIONS

SAN DIEGO

SOUTHWESTERN YACHT SALES
1500 QUIVIRA WAY,
SAN DIEGO, CA 92109
Phone (619) 224-4102 • Fax (619) 224-7874

NEWPORT BEACH

SOUTHWESTERN YACHT SALES
2429 W. COAST HWY., SUITE 102
NEWPORT BEACH, CA 92563
Phone (714) 631-5652 • Fax (714) 631-9205

1450 Harbor Island Drive
San Diego, CA 92101

1-800-71-YACHT
(619) 294-4545
Fax (619) 294-8694

MAC DONALD YACHT



Brokerage • Insurance • Management



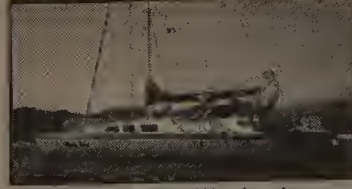
64' SPARKMAN & STEPHENS ORIENT
Rated 1 of 100 best designs of all time.
Teak built and lovingly restored. **\$195,000.**



54' CT Beautiful well equipped, well appointed yacht. Stable in all seas. 3 staterooms, bow thruster, aluminum spars. **\$210,000.**



53' GREAT BARRIER STEEL CUTTER, '90
Strength, speed, elegance. NZ built, spacious 4 stateroom, Kauri wood interior. **\$250,000.**



53' CROSS TRIMARAN New from frames out in '95. New interfaced electronics, Inverter, LP, furling, refig, davits, and more. **\$189,000.**



38' NANTUCKET CC SLOOP, '84 A very comfortable, capable 2 stateroom cruiser, large aftmaster, furling, AP, Ioran, refig, air. **\$84,000.**



53' AMERICAN MARINE M/S T/50 hp Westerbekes. Lapworth design, all equipment & spares for deep water cruising. **\$149,000.**

36' Catalina (2) \$67,500
37' Pacific Crealock \$98,000
38' Cat ketch \$69,500

42' Cascade \$79,900
44' Sovereign \$139,500
46' Custom Garden \$79,500



(415) 332-2060

1306 BRIDGEWAY, SAUSALITO, CA 94965 • Fax 332-2067

HI-VISIBILITY LOCATION FOR 30 YEARS. BOATS SELL AT OUR DOCKS.

SALES DOCK BERTHS AVAILABLE

with excellent exposure on the main thoroughfare next to two popular restaurants. The broker and salesmen each have more than 35 years yachting experience on San Francisco Bay and offshore.



45' FUJI Alden designed ketch, center cockpit, Hood roller furling, roomy interior, two double staterooms. **Asking \$89,500.**



40' CHALLENGER Fiberglass, full keel, Nissan diesel, cruise equipped with many upgrades. **Asking \$62,000.**



39' WESTSAIL Perry design, beautiful custom interior, long list of quality gear. Cruise/live aboard. **Asking \$115,000.**



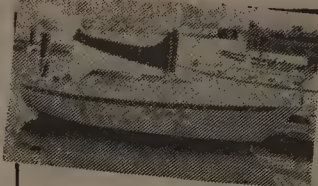
36' ISLANDER Full battened main, new dodger and roller furling jib, Sausalito berth. **Asking \$36,000.**



35' CLASSIC YAWL Well maintained, mahogany hull, BMC diesel, join the classic fleet. **Try \$25,000.**



35' MARINER. Garden designed ketch, Perkins diesel, liveaboard/cruise, Sausalito berth. **Asking \$24,500.**



27' ERICSON Wheel steering, Volvo diesel, Avon dinghy w/ OB. Our docks. **Asking \$11,800.**



27' LANCER POWERSAILER Yamaha 115 hp, aux. power/sail combination, roomy interior. At our docks. **Only \$12,500.**

34' GOLDEN STAR TRAWLER
1984, aft cabin model with fishing cockpit, single Perkins, fuel efficient. At our docks. **Asking \$59,500.**



Craig Beckwith

YACHT SALES

NEW AND QUALITY RESALE



New Order Hans Christiane
Christinas - 43', 52'
Traditionals - 41', 48'

Full Service Brokerage to serve all your Yachting Needs.

AGENTS
FOR NEW

Hans Christian

CAL
YACHTS

bristol



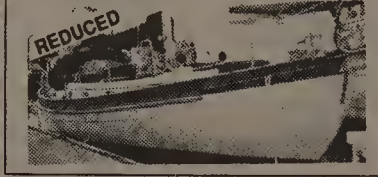
New Order: BRISTOL/ CAL/ PEARSON
BRISTOL - 31'...65' CAL - 22', 33', 39'
PEARSON - 27', 31', 33', 34', 37', 38', 39'

TRADITIONAL SERIES
CHRISTINA SERIES

PEARSON YACHTS



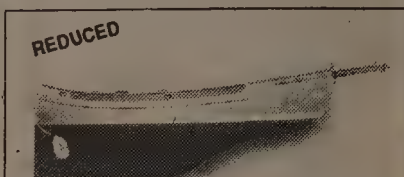
38' H.C. TRADITIONAL - Cutter rig w/ 2-
Cabin Layout, Stall shower, Full keel under-
body. A must see boat ...asking.....\$135,000



38' HC Trad.- 1987 The best on market,
like "NEW". Performance underbody.
Priced to sell, asking\$150,000



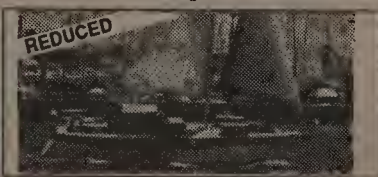
36' Pearson - 1986 Excellent coastal
cruiser, very clean, Full canvas, full equip-
ment list., Dsl., Documented ask'g ..\$69,000



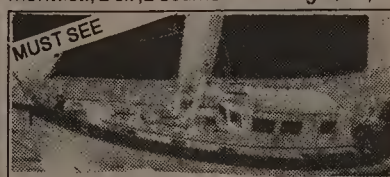
Traditional 33' H.C.-Quality and comfort! The
perfect pocket cruiser. 2 dbl. Staterms., stall shwr.
new roller furl., nav. instr., much more! \$89,000



48' HANS CHRISTIAN '86 - Center cockpit
World Class Offshore Cruiser, Equipped, excel-
lent condition. Traditional teak interior, Spacious
comfort, Great family cruiser. Call for details!



39' Yorktown 1979 - CC, 53hp Perkins,
2 Staterms, 2 Hds, Microwave, Teak interior,
factory finished, Reconditioned, New bottom!
Great Liveaboard. A lot of boat for... \$40,500



H.C.39'Pilothouse -1981 Excellent condi-
tion! Proven cruiser, and Canal vet. Full keel
cutter. Dsl. htr. 2 hds, 2 dbl staterms. Rare find,
great live-aboard north or south. Call for more info!

IN-HOUSE HC 33' Trad.....\$89,000
HC 38' Trad.....3 from \$125,500
DOCUMENTATION HC 38' MkII...6 from \$109,500
SERVICES! HC 39' PH.....2 from \$139,500
HC 41' Trad.....2 from \$169,000
HC 43' Trad.....2 from \$135,000
HC 44' PH.....2 from \$227,000
HC 48' Trad. Ketch....\$295,000
Lord Nelson 41' Cutter \$139,000
Hunter 30.....\$19,900

QUALITY LISTINGS NEEDED!

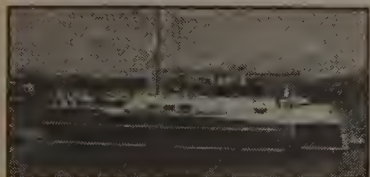
Come see our Survival Gear

2021 Alaska Packer Place, Ste. 12, Alameda, CA 94501 GRAND MARINA MARINE CTR.
Ph (510) 523-2203; Newport Office (714) 675-9352; Fax (510) 523-2204

Silver Dolphin Yacht Brokerage



27' JEANNEAU, '84
Yanmar diesel, VHF.
Main and 3 headsails.
\$13,900.



35' CAL CRUISING
50 hp Perkins, radar, GPS,
autopilot, furling, fridge.
Super clean. A turnkey
cruiser. \$49,900.



41' PIVER TRIMARAN, '87
Proven Mexico cruiser.
35 hp Perkins. Lots of sails.
Built with the highest
grade marine materials.
Reduced to \$42,500

TEMPLE STUART ~ BROKER

(415) 332-8676 • FAX (415) 332-9027

E-Mail: SDYCA@AOL.COM

85 LIBERTY SHIP WAY #110B, SCHOONMAKER POINT MARINA, SAUSALITO

QUALITY LISTINGS NEEDED ~ FREE PARKING

DONATE YOUR BOAT TO SEA SCOUTS



POWER OR SAIL

• YOUR DONATION IS TAX-
DEDUCTIBLE. LET US SHOW
YOU THE ATTRACTIVE VALUE
AND SPEEDY

TRANSFER THAT
WE CAN ARRANGE.

• ELIMINATE BROKER FEES,
ADVERTISING AND BERTHING.
• HELP INSTILL THE LOVE OF THE
SEA AND BOATING INTO THE
YOUTH WHO

PARTICIPATE IN
SEA SCOUTING. SEA SCOUTS
ARE LOOKING FOR ANY
CRAFT,
POWER OR SAIL, IN
SERVICEABLE CONDITION.

CALL US TODAY!

PACIFIC HARBORS COUNCIL
BOY SCOUTS OF AMERICA
1(800) 333-6599

Ask for Larry Abbott



SAUSALITO YACHT BROKERAGE

100 BAY STREET
SAUSALITO
CALIFORNIA 94965

415-331-6200



Located Central Downtown on the Boardwalk
For Our Customers, Free Reserved Parking

Open Mon.-Sat.
Sun. by Appointment



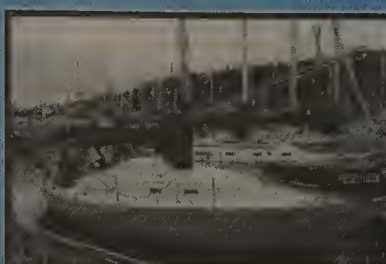
38' DOWNEAST

Excellent cruise vessel with brand new Universal diesel, refer, dodger. Huge salon, Signet instruments. **Sacrifice at \$55,000.**



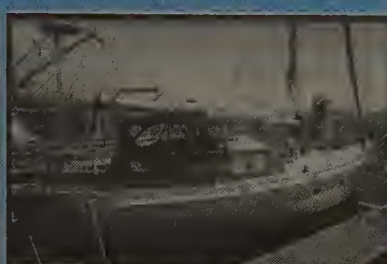
39' PILOTHOUSE MOTORSAILER

8y Landfall. Double aft, fine heavy weather full keel. Lower steering. **Price slashed from \$79,000 to \$68,000.**



32' MORGAN, 1982

Bristol! Diesel, dodger, roller furling, nice galley. Really clean. **\$34,000.**



46' DEVRIES STEEL CUTTER

In Bristol yacht condition. New radar, GPS, furling, double in master. Offered at **\$139,500.**



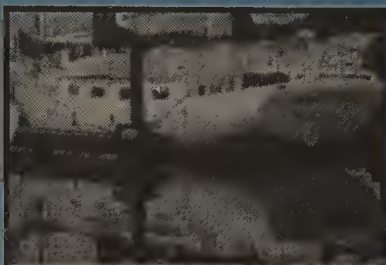
30' ISLANDER, 1984

GPS, autopilot.
This boat shows AS NEW!
Asking **\$27,000.**



42' PEARSON 424 KETCH, 1980

Shaws as new. Owner's aft cabin double, radar, inverter, bow thruster, C-map plotter. 350 hrs TT. **\$118,500.**



CORTEN STEEL HULL

Beautifully constructed. Needs TLC down below. Wonderful possibility for long range cruising.



53' BRUCE FARR ATALANTA

Custom cruising. 3 cabins. Leather and light wood interior.
5 pages of gear. Never raced or chartered. Our central.

POWER BOATS

27' Tiara, '92	\$85,000
34' Wellcraft, '88	\$79,500
36' Grand Banks Classic Trwlr, '89	\$199,000
36' Grand Banks Classic Trwlr, '90	\$206,000
37' Tollycraft PH Trwlr	\$119,950
37' Silverton Sportfish Sedan, '89	\$99,000
37' Silverton Sportfish, '85	\$79,000
42' Wellcraft Offshore Racer, '86 ...	\$85,000
43' Hatteras, '83	\$179,000
43' Tiara, '94	\$395,000
44' Lancer FB Motoryacht, '81	\$99,000
46' Pacemaker FB MY, '69	\$149,000
48' Hatteras LRC, '76	\$249,000
53' Nardland, '81	\$295,000
57' Defever Cockpit MY, '86	\$475,000
57' Chris Craft Constellation, '65	\$159,000
57' Chris Craft Constellation, '63 ...	\$98,500
58' Hatteras FM8Y, '73	\$379,000
63' Stephens Marine YF, '67	\$229,000
65' Romsdahl Trwlr, '62	\$325,000
67' Stephens F8MY, '71/refit '95	\$795,000

**BEST WATERFRONT LOCATION IN BAY AREA
LIST WITH SAUSALITO YACHT BROKERAGE TODAY!!!!**

LAGER YACHT BROKERAGE CORP.

Sausalito

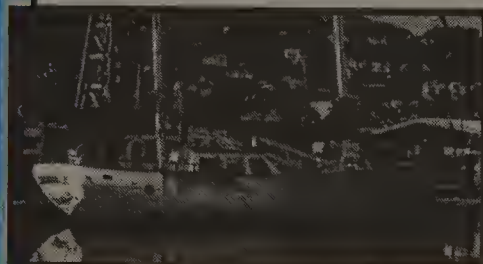
Seattle



WAUQUIEZ
Inquire on our current listings of these premium performance cruisers
36' 1989 • 47' 1986
49' 1990 • 49' 1991
59' 1990
72' Santa Cruz 1994

63' CHEOY LEE M/S

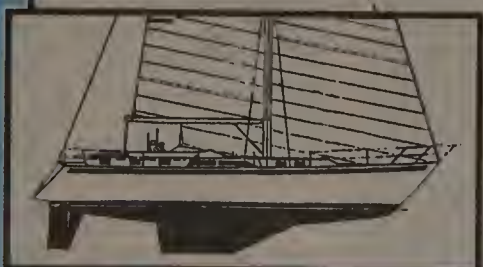
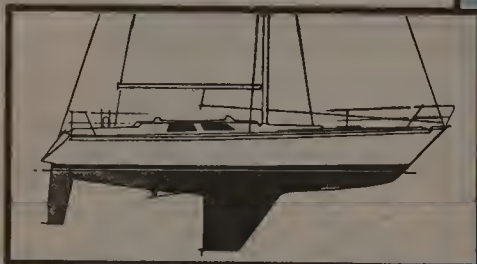
This custom cutter has been completely refit & upgraded in 1995, 4 staterooms, including 2 queens. Outstanding value.



FORCE 50, '78
Consistently upgraded, incl. new engine, watermaker, inverter, inside station, 2 salons. A perfect liveaboard or NW passagemaker.

43' BALTIC '87

Vrolijk design. Every electronic, incredible inventory. All cruising amenities. Mint condition!



51' ENDEAVOUR
3 S/R 'S' including huge master with centerline queen & ensuite head. Full elects., many custom features, great liveaboard!

SELECT SAIL BROKERAGE LIST

30' DUFOUR, '83	\$29,000	41' SCEPTRE, '85	Inquire
32' BENETEAU, '91	\$69,500	46' CHOATE/Race, '80	\$50,000
32' ISLANDER, '78	\$35,000	51' BALTIC, '79	Inquire
35' J/35 (3)	\$49,000	55' TAYANA, '97	\$425,000
38' MORGAN, '79	\$68,000	55' FRERS, '88	\$390,000
39' Nelson/Marek IMS/PHRF	\$225,000	60' WAUQUIEZ	Inquire
40' OYSTER, '87	\$115,000	65' SWAN 651, 90	\$1,200,000
40' J/120, '94	\$199,000	72' SANTA CRUZ, '94	Inquire

400 Harbor Drive, Suite B • Sausalito, CA 94965
(415) 332-9500 • Fax: (415) 332-9503

NAPA VALLEY MARINA

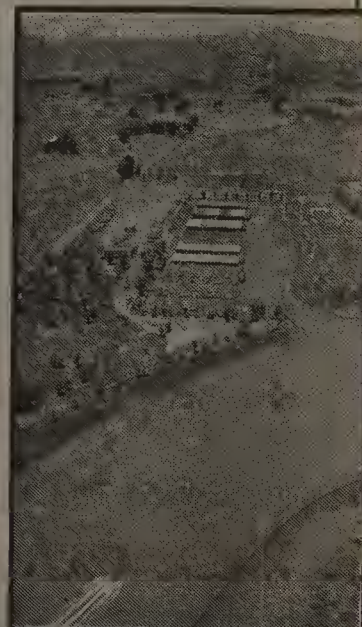
1200 Milton Road, Napa, CA 94559

707 • 252 • 8011

Compare Our Prices! Open & Covered Berths

- Covered berths to 45'
- Haulouts, railways or Travelift
- Trimaran haulouts
- Do-it-yourselfers welcome
- Fuel dock, gas, diesel, pump out
- Dry storage
- Chandlery, groceries, beer, wine
- Yacht brokerage
- Family owned since 1957

Trimaran Haulouts and Storage

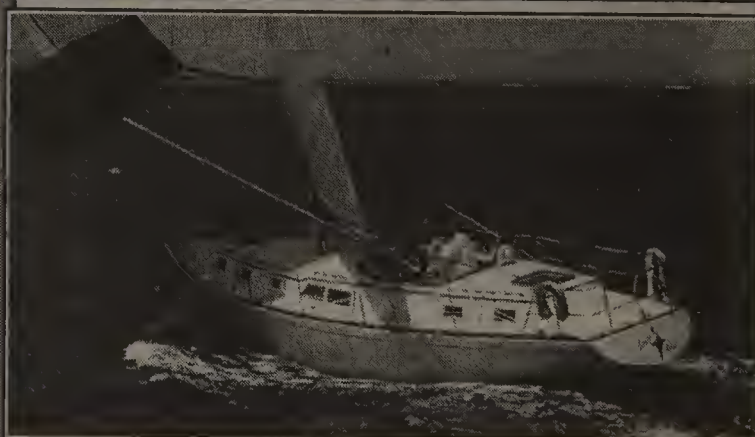


SELECTED BROKERAGE

23' POCKET TRAWLER, immaculate condition	\$13,500
25' CARVER, flybridge	\$12,000
27' CAL T-2	\$9,500
28' APOLLO, flybridge, clean	\$13,900
34' STEPHENS, classic, 1928	\$32,000
35' FERROCEMENT OCEAN CRUISER	\$35,000
44' FERROCEMENT MOTORSAILER	\$15,000



BALLENA BAY YACHT BROKERS



GULFSTAR 50 KETCH, 1978

Lots of blue water experience. 1991 Perkins, air, full sail inventory and extensive electronics. Ready to go!
\$150,000.

27' ERICSON, '75	15,000	34' C&C, '80	41,000
29' J/BOATS, '84	15,000	35' CAL, '80	49,900
30' COLUMBIA, '73	15,950	35' C&C, '74	34,500
32' FUJI, '76	32,000	36' MARINER, '79	66,800
32' MARIEHOLM, '75	22,500	37' CREALOCK, '79	75,000
33' RANGER, '75	21,000		

1150 Ballena Blvd., Suite 121, Alameda, CA 94501 • (510) 865-8600 • Fax (510) 865-5560
e-mail: trawlers@ix.netcom.com • http://www.trawlers.com

1/4 Mile North
of S.F.
Bay Bridge



BAY Wind

YACHT SALES

(510)
658-9491



36' CAPE DORY. Highest quality, cutter rigged, all new gear, lots of room.



43' HANS CHRISTIAN. This one is a must see!! A '10'.



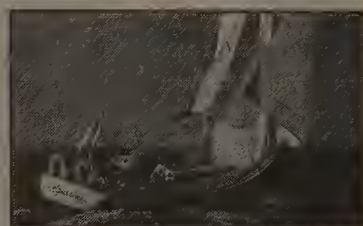
ERICSON 30+
Roller furling. Immaculate, turnkey.



BRISTOL CHANNEL CUTTER
The world's favorite pocket cruiser.



33' HANKINSON CUSTOM
Cold molded, traditional cruiser, beautiful wood below.



32' BENETEAU
Original owner, very clean.



HANS CHRISTIAN 33
Bristol, full cruise just waiting to go.



CAL 27
9.9 Yamaha, spinnaker, autopilot.

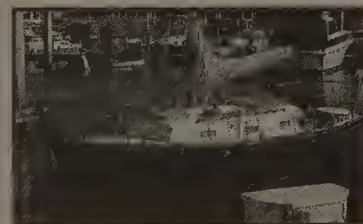
MAJOR OPPORTUNITY

LOCATION: Easy highway & waterway access. Safe, clean, private marina.

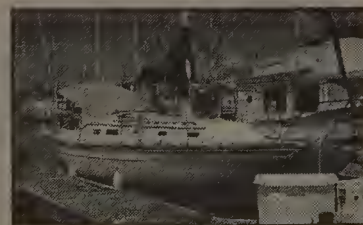
FREE SLIP: First month free for new listings through the end of July.

EXPERIENCE: Strong sales and marketing. Positive, motivated professionals.

TO SELL YOUR BOAT



24' YANKEE DOLPHIN
Centerboard, classic lines, glass.



ISLANDER 36
Lead keel, clean, ready to sail.

SELECTED SAIL LISTINGS

49' CT/Kaufman, '86 ... \$199,000
46' Schooner, '80 \$67,500
43' Hans Christian, '83 \$154,950
43' Gulfstar, '76 \$79,950
42' Golden Wave, '82 .. \$119,000
40' Swift, '80 \$129,000
39' Westsail, '81 \$115,000
37' Flying Dutchman, '78 .. \$48,900

37' Hunter, '83 \$43,000
36' Allied, '78 \$45,900
36' Islander, '73 \$36,500
36' Cape Dory, '87 \$115,000
35' Ericson, '78 \$34,900
35' Fast 345, '84 \$36,500
34' Shock, '86 \$45,000

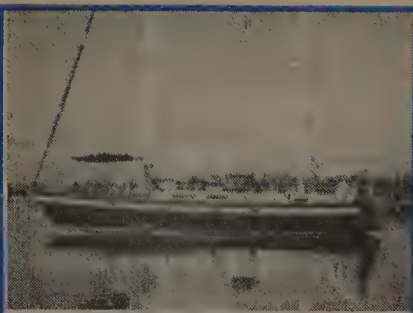
34' Catalina, '89 \$54,900
33' Newport, '85 \$34,900
33' Hans Christian, '86 \$109,500
33' Hankinsen (custom) \$49,950
32' Dreadnought, '80 \$79,000
32' Beneteau 32 R/C, '84 .. \$38,900
30' Ericson 30+, '84 \$39,900

30' O'Day, '78 \$19,950
30' Catalina, '75 \$19,500
28' Bristol Channel ctr, 82.. \$87,500
27' Cal, '74 \$8,400
27' Coronado, '72 \$7,995
25' Catalina, '80 \$9,900
25' Cal 2-25, '78 \$7,550
24' Yankee Dolphin, '68 .. \$9,500

**Fax (510)
658-9521**

**3300 Powell Street, Ste. 105
Emeryville, CA 94608**

**(800)
952-3242**



54' ROBERTS STEEL KETCH, '83. No compromise 3 stateroom cruiser. Bright light oak interior. Gleaming blue LPU hull. Teak decks. New engine, more. **\$305,000.**

Anchorage

Brokers & Consultants



(415) 332-SAIL

#1 GATE FIVE RD.

(415) 332-7245

SAUSALITO

Fax 332-4580

CLAY PRESCOTT

PETER POWELL

CHUCK GORHOFF

GREG GARDELLA

MICHAEL FAHY



40' CHEOY LEE MIDSHIPMAN. Roomy center cockpit ketch. Beautiful teak decks and spars. Perkins dsl. **Reduced to \$69,500.**



44' ISLANDER. Lapworth design, recent engine & rig survey, sailing dinghy, Perkins diesel, clean. 36' & 28' Islanders also. Call the experts! **\$49,900.**



CALL THE EXPERTS!

C&C 40, 1981. Custom tall rig. Harken roller furling, Maxi prop. Great sail inventory. 'Out of state' purchase! **\$69,500.**



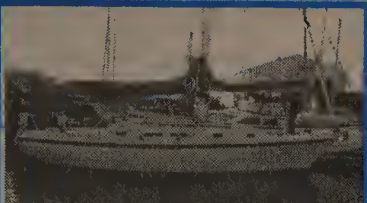
39' CAVALIER, '80. New Zealand-built, cruise equipped, beautiful Kauri wood interior. **\$82,500.**



GULFSTAR 37, 1979. Asking **\$62,500.**



NEWPORT 30 III, 1982. Very comfortable boat. Teak interior like new. New self-furling main, new furling jib. Bristol. **\$32,900.**



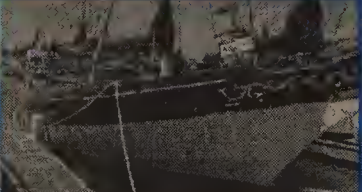
ERICSON 35, '80. Westerbeke diesel, very clean. All new rigging, spar & Harken furling. **\$39,900.**



ERICSON 30+, '80 & '83. 2 staterooms. Exceptional cruising boats. **\$26,900 and \$24,500.**



40' FISHING VESSEL. New in '95. 1947 design rebuilt. All new electronics, loaded, Bristol, "10". **Only \$75,000.**



42' PORPOISE KETCH. by Garden. Solid teak, Volvo 75 hp, fresh water cooled, great cruiser. **\$74,000.**



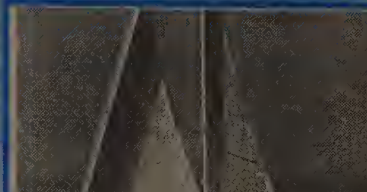
39' IRWIN. New dodger/sail covers/cushions, Yanmar diesel, full batten main, roller furling headsail. **\$49,500.**



35' CHALLENGER, '77. Perkins diesel, perfect liveaboard/cruiser, bright & roomy. **\$28,500.**



31' CHEOY LEE, '70. Classic Herreshoff design, full keel, gleaming green hull, diesel engine, newer rigging. **\$17,995.**



39' WESTSAIL 11.8 METER. Bob Perry performance cruiser. **\$115,000.**

SELECTED CRUISING YACHTS

SAIL

LOD	BUILDER	YR	PRICE
54'	ROBERTS STEEL	'75	\$305,000
50'	FORCE 50	'78	\$129,000
49'	CT	'86	\$209,000
45'	COLUMBIA	'73	\$82,000
44'	ISLANDER	'74	\$49,900
43'	HANS CHRISTIAN	'80	\$135,000
42'	PEARSON 424	'80	\$118,500
41'	MORGAN		\$81,500
39'	WESTSAIL 11.8M		\$115,000
39'	IRWIN	'79	\$56,400
38'	CATALINA	'80	\$46,000
38'	ENVOY	'84	Call
38'	CABO RICO	'78	\$79,000
37'	ENDEAVOUR	'77	\$54,000
37'	FISHER	2 from	\$80,000
37'	HUNTER	'79	\$39,900
37'	HUNTER LEGENO	'88	\$69,500

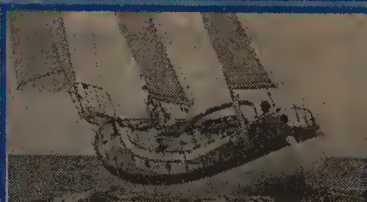
LOD	BUILDER	YR	PRICE
37'	O'DAY	'79	\$37,500
36.5'	PEARSON	'80	\$49,500
36.5'	PEARSON	'79	\$59,500
36'	C&L	'77	\$25,000
36'	ISLANDER	'80	\$58,000
36'	WATKINS	'81	\$49,500
35'	CHALLENGER	'77	\$28,500
35'	ERICSON	2 from	\$31,000
35'	NIAGARA	'81	\$67,000
33'	ALUMINUM	'68	\$35,000
33'	HUNTER	'79	\$29,000
33'	MORGAN	'75	\$24,700
32'	TRAVELLER	'77	\$39,950
32'	MARINER	'70	\$24,900
32'	FUJI	'77	\$39,900
31'	CHEOY LEE	2 from	\$17,995
30'	ERICSON 30+	'80	\$26,900
30'	CAPE DORY M/S	'87	\$89,900
30'	CATALINA	'88	\$33,000

POWER

LOD	BUILDER	YR	PRICE
60'	STEPHENS	'66	\$350,000
56'	FELLOWS & STEWART		\$69,900
53'	HATTERAS	'79	\$345,000
50'	STEPHENS	'43	\$43,700
46'	CHRIS CRAFT	2 from	\$69,900
44'	LUHRS	'70	\$72,500
42'	CHRIS CRAFT	'69	\$82,000
42'	HATTERAS LR		\$189,000
41'	PRESIDENT FOMY	'81	\$95,000
40'	CHRIS CRAFT	'68	\$35,000
32'	UNIFLITE	'79	\$49,500
30'	TOLLYCRAFT	'72	\$28,500
27'	OWENS	'70	\$20,500



46' STEEL SLOOP/CUTTER. Built in Holland. Excellent condition. One owner boat. CRUISE READY! 6-cyl Perkins. Pullman master stateroom. **\$139,500.**

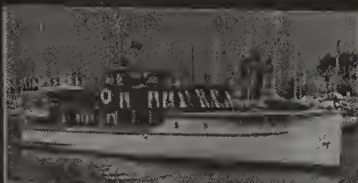


43 HANS CHRISTIAN, '80. Beautiful example of a full keel. Classic, beautiful woodwork. Perfect for liveaboard. Well maintained!! **\$135,000 sistership**



**1 Gate 5 Road
SAUSALITO, CA 94965**





CLASSIC 50' STEPHENS. Full elect., perfect condition, palatial decor, flybridge, gourmet galley, covered Marin berth. Must be seen! Asking \$115,000.



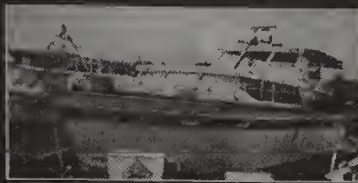
70' CLASSIC FANTAIL MY by Callis. Twin 671 diesels, 4.4kw genset, flybridge, full cover & much more. A magnificent yacht. Asking \$149,500.



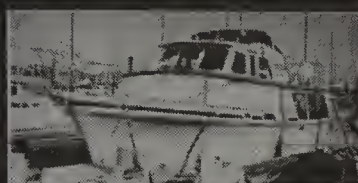
CLASSIC STAYS'LSCHOONER BY ANGELMAN. Sailaway condition, dsl, 46' on deck, good inventory, more. Rare offering, great buy. Asking \$69,000.



ISLANDER FREEPORT 41' KETCH. Diesel, center cockpit, aft cabin, room/comfort/cruise/live. Very attractive price for this popular model. Asking \$69,500.



42' TROJAN SEDAN CRUISER. Twins, radar, RDF, depth, pilot, VHF, spacious, full galley, cruise/live, great entertainer, nice. Asking \$47,500.



TOLLYCRAFT LONG RANGE PILOTHOUSE. Twin diesels, law hours, gen, full elect, etc. 41' LOA, 37'4" on deck. Very comfortable cruiser. Asking \$119,000.

SAIL
20' BALBOA 1,800
22' COLUMBIA 22, new O/B 4,000
23' CLIPPER w/9.9hp O/B & trlr 4,900
24' COLUMBIA, new O/B 4,000
25' FOLKBOAT, O/B, nice Ask 5,600
25' CORONAHO 5lp, O/B 4,000
26' COLUMBIA, O/B, Hawaii vel, full keel, nke 5,500 aba
27' BRISTOL, O/B, clean 6,650
28' MORGAN O/I, nice 11,950
28' P-28, Danish slp, full kl Try 2,900
30' C&C MEGA 30 12,900
31' HERRESHOFF, slp, dsl. Ask 14,500
32' ROYAL CRUISER, slp, I/B 10,000
34' TAHCOOK, dsl, excel Ask 16,000
40' IRWIKI MKII, loaded. Ask \$79,500
40' SEABIRD YWL, Corten steel 36,000
41' GAROEK Kich, new dsl Ask 75,000

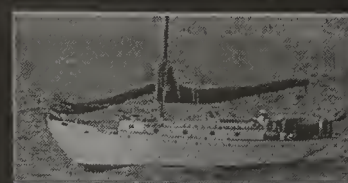
POWER
42' RHODES, slp, 80% restored 44,000
46' JOHN ALOEH Ketch, restorable 24,000/offer
50' COLUMBIA, Sa. Pac. vel 79,000
50' CAMPER NICHOLSON Try 47,000

POWER
18' GLASTROH, w/trlr, I/O 4,200
18' GLASTROH, '84, w/trlr 7,500
19' MARQUE, I/O ski boat, like new with trailer 6,900 obo
19' MAHOG CHRIS, I/B 13,000
23' GLASS PLY, hi-cuddy, I/O 10,500
24' BELL BUOY, I/O, nice 9,750
24' REINELL CUOOY, '95 18,900
25' REIHILL, I/O, trlr 10,500
26' BARTENDER, I/B, V8 10,000
28' NUNTER, '41, classic, I/B, very, very nice 12,750/offer

28' OWEHS Sdn, V8, '70 8,500
30' WELLCRAFT MONACO, nice 54,800
30' CNRIS CAVALIER, eli cand. 22,500
30' TOLLY, dbl ckn, twin, nice. 23,500
33' AVANTI EXPRESS, twins, more. 55,000
36' CHRIS CONNIE, twins 21,500
37' CNRIS CRAFT, twin, '64 Try 14,000
38' FELLOWS & STEWART, '31 Try 23,000
38' CNRIS Sdn Oix, perfect 45,000
39' STEPHENS Sdn, '39 28,500
40' NUNES CLASSIC 67,000
42' EXCALIBUR, '86, hot 95,000
43' MATTHEWS, F/B, '65, V8s 57,500
46' CHRIS CONNIE, dsl, loaded 75,000
50' SALMOH Twl w/permit 65,000
52' STERNWHEELER, lvbrd 76,000
56' FELLOWS & STEWART. Ask 75,000
65' CNARTER YACHT 275,000/ofr
65' WHEELER M/Y, '31 109,000/ofr
110' CLASSIC CNARTERBOAT
..... New Orleans, needs partner



INGRID 38'. Heavy fiberglass hull, strong world cruising ketch by Blue Water Yachts. Dsl, lots of teak, comfort & safety at sea. 44' LOA. Asking \$72,000.



38' FARALLON CLIPPER BY STEPHENS. Great SF Bay-built classic cruising sloop, 194D, Volvo dsl, great rig & inventory. Asking \$25,000.

— THESE AND MORE AT OUR DOCKS —

The Old Kermit Parker Brokerage

Serving the Boating Community at This Location since 1956.



34' JEFFRIES EXPRESS CRUISER. Perfect, perfect, varnished & beautiful. Marin covered berth, more than \$75,000 just spent. Asking \$45,900.



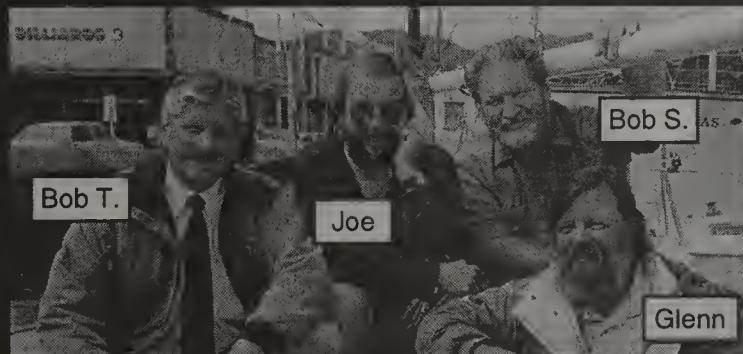
36' 1939 STEPHENS. Sedan, twins, very restorable classic from famous local builder YOU CAN DO THIS ONE. Asking only \$14,900.



34' CHRIS CRAFT CLASSIC SEDAN. Twin 105 hp 6s. Looks/runs like a new boat. Varnished beauty. Maintained right: original. Reduced \$19,900.



MONTEREY TRAWLER 28.1. Balboa. Classic wh at SF Fisherman's Wharf. Dsl. Own a piece of history. Asking: w/electronics \$12,500 w/o \$7,900.



'THE CREW'

We're selling boats and need yours!
Call now for a spot at our sales dock.

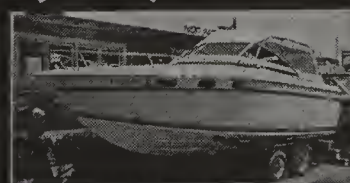
NORPAC YACHTS

On Hwy 101

SAN RAFAEL YACHT HARBOR

557 Francisco Blvd., San Rafael, CA 94901

(415) 485-6044 • FAX (415) 485-0335



26' FORMULA THUNDERBIRD. W/trlr. Just rebuilt 280hp V8, full canvas & cover & tow cover. Very clean & sharp. Asking \$19,500.



C&C 24. Sloop. Johnson Salmaster 8 hp O/B, new sails, stove, head, just hauled, stereo, very clean. Great sailer. Asking \$8,000.



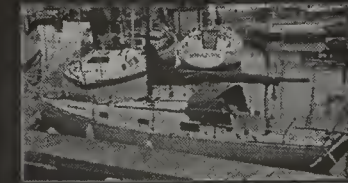
HANS CHRISTIAN HANSA 34. Cutter rig. Traditional, glass. Radar, VHF, depth, log, TV-VCR, Volvo dsl, dagger & more. Asking \$84,500.



ANGELMAN "SEAWITCH" KETCH. 30' LOD, 36' LOA, dsl, just refit, excellent condition, dinghy and more. Beautiful trad'l gaffer. \$19,500/Offers.



SPIDSGATTER, KERMIT PARKER'S PERSONAL YACHT. Numse, 28' dbl end, dsl, champion Master Mariner. Own a legend! Asking \$18,000.



CONTESSA 26. Exceptional pocket world cruiser. New rebuilt dsl, vane, GPS, VHF, pilot, jiffy reef +++, perf. cond. Ready to cruise! Asking \$13,500.

WE CAN ALSO HELP YOU WITH INSURANCE FOR CLASSICS, WOOD, OFFSHORE RACING & CHARTER BOATS
CRUISING INSURANCE AND ALL OTHER MARINE INSURANCE NEEDS

Nelson's Marine Inc.

The Boatowner's Boatyard

**ANNOUNCES
NEW EXPANDED
FACILITIES!**

- NEW** • 55,000 square foot Indoor Repair Facility
- NEW** • 5 Acres of Dry Storage
- NEW** • 35-ton Travelift
- NEW** • Hydraulic Trailer
- NEW** • Multihull Capacity
- NEW** • Marine Service Center

Marine Office • Retail • Service Space for rent

All this and more in Nelson's new expanded facility located on the convenient, protected Alameda Naval Air Station marine basin. Opening this fall. Call us now for information and reservations.



YOUR FULL SERVICE MARINE CENTER

Blister Repair with Ten-Year Warranty • Prop & Shaft Work • Rigging • LPU Paints • Haulouts
Fuel Tank Replacement • Store on Premises • Dry Storage Marina • Structural Repair • Marine Engine Services
Refrigeration • Woodwork • Electrical System Repair & Upgrades • R.O. Watermaking

Do-It-Yourselfers Welcome • Free Ten-Point Courtesy Inspection

Free Alameda Estuary Pickup & Delivery of Your Boat for All Full Service Jobs

PETTIT
marine paint

Nelson's Marine Inc.

2229 CLEMENT AVE. ALAMEDA • CA 94501

(510) 814-1858

